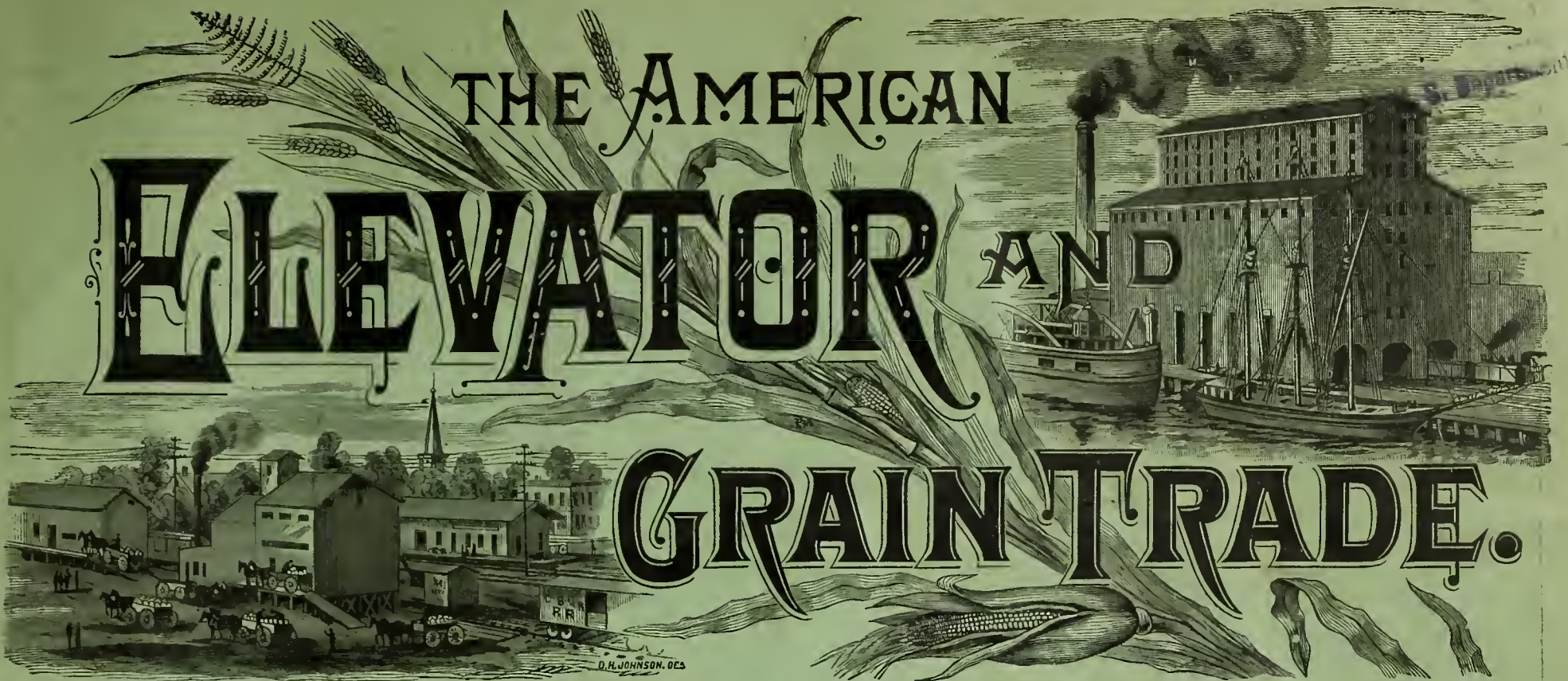


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXVI.

CHICAGO, ILLINOIS, APRIL 15, 1908.

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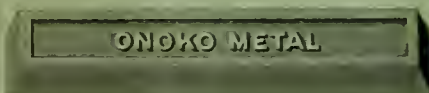


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It positively prevents leakage of grain in transit.
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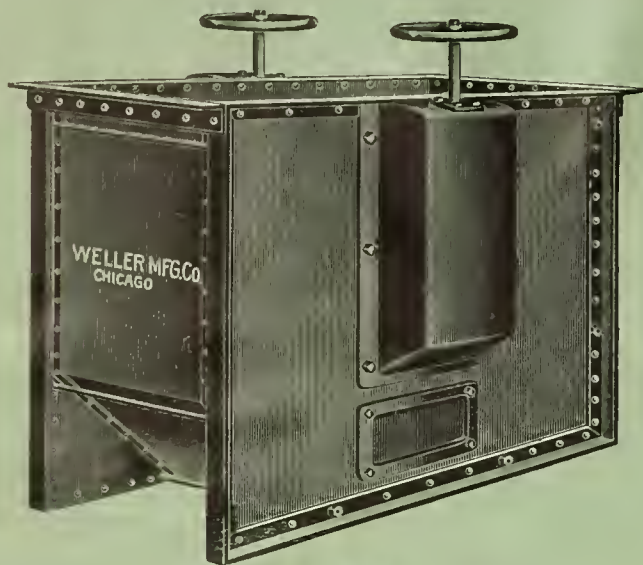
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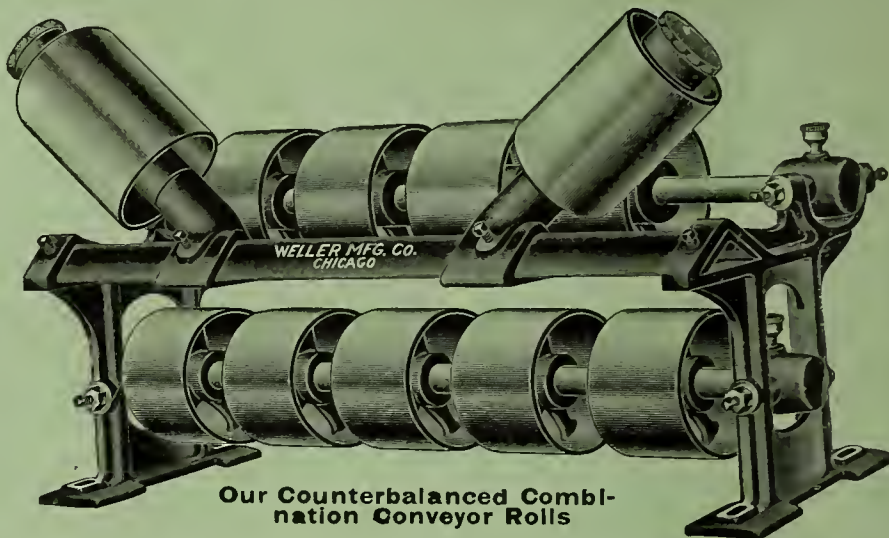
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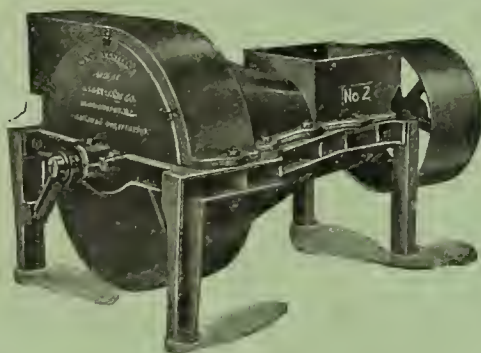
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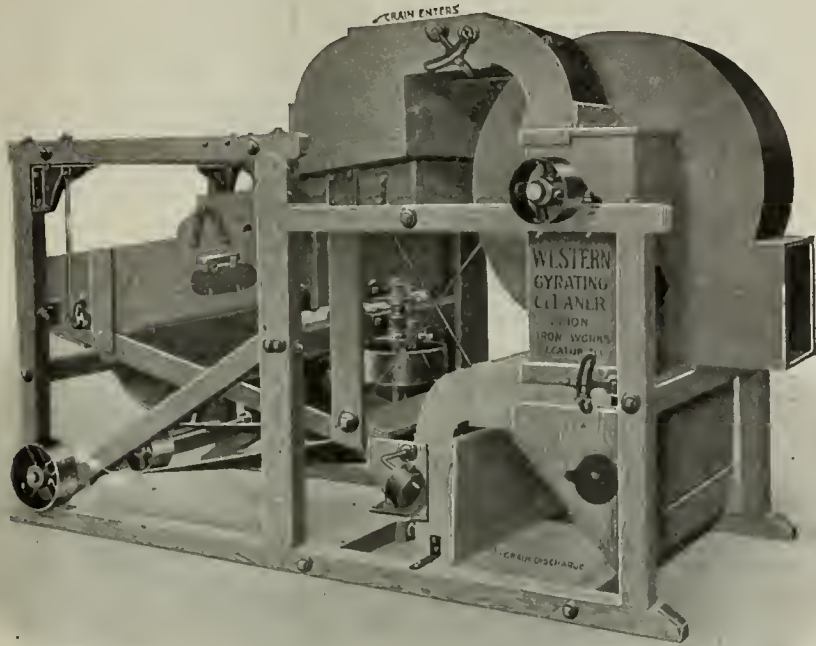
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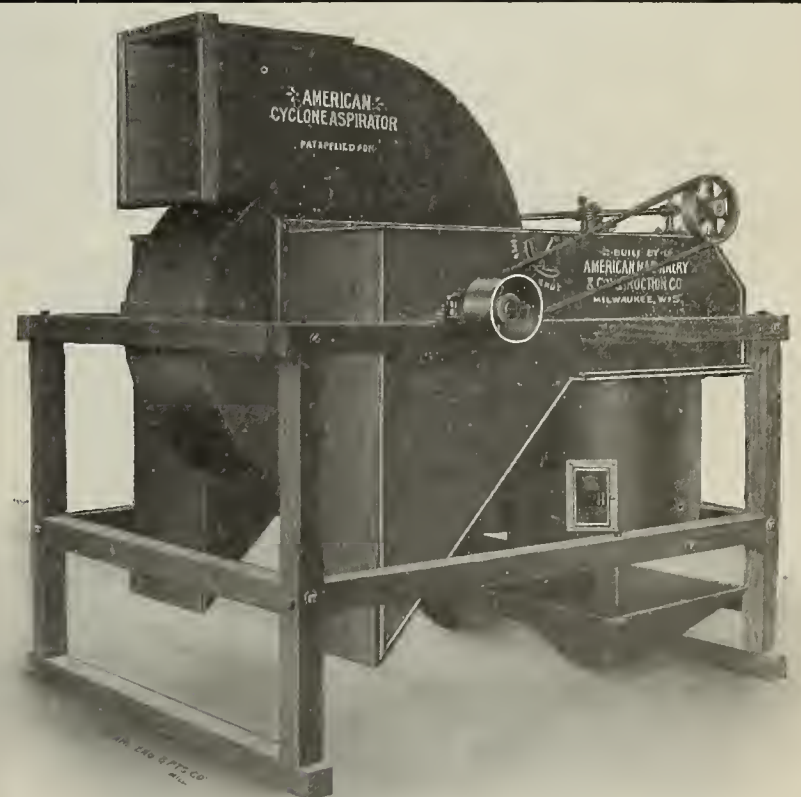
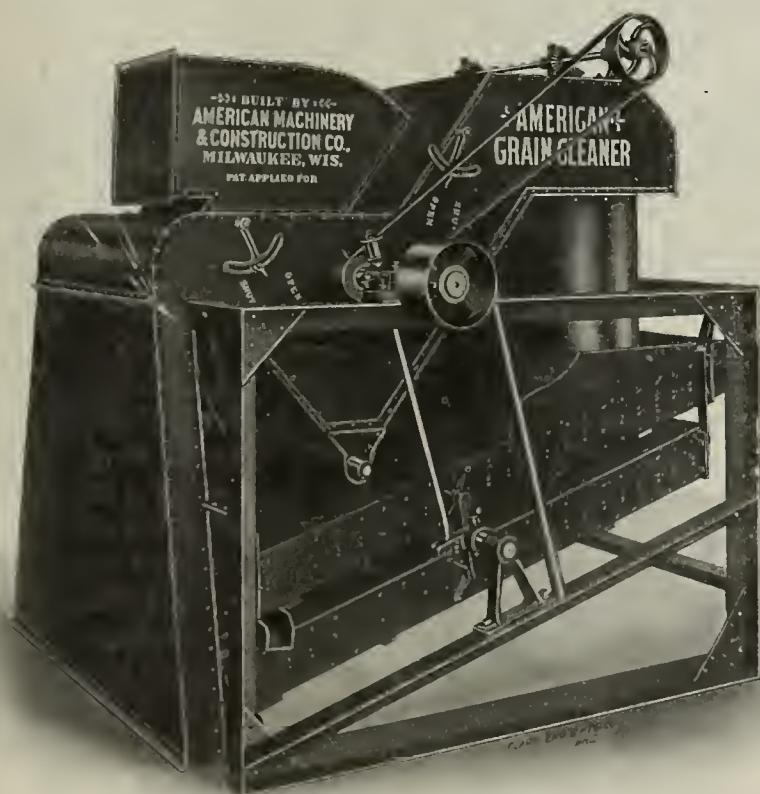
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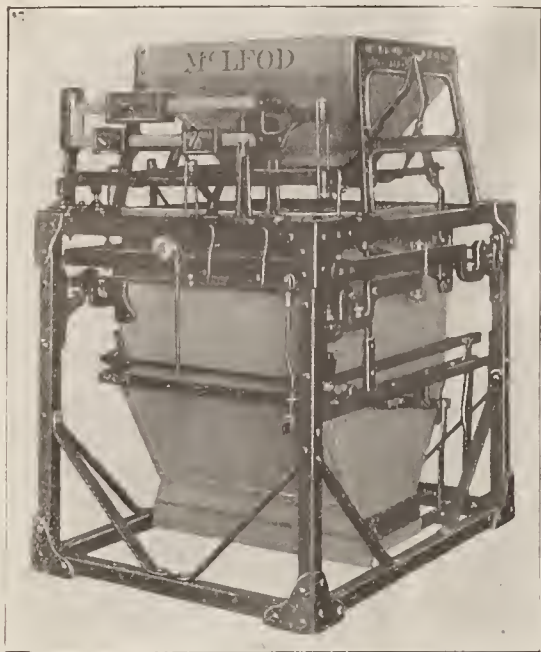
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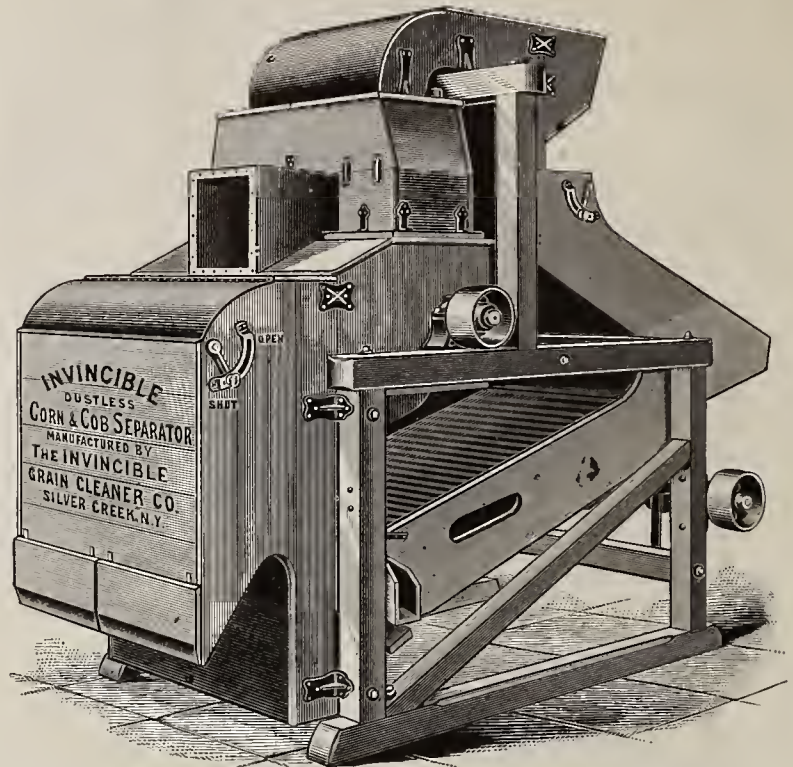
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This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.

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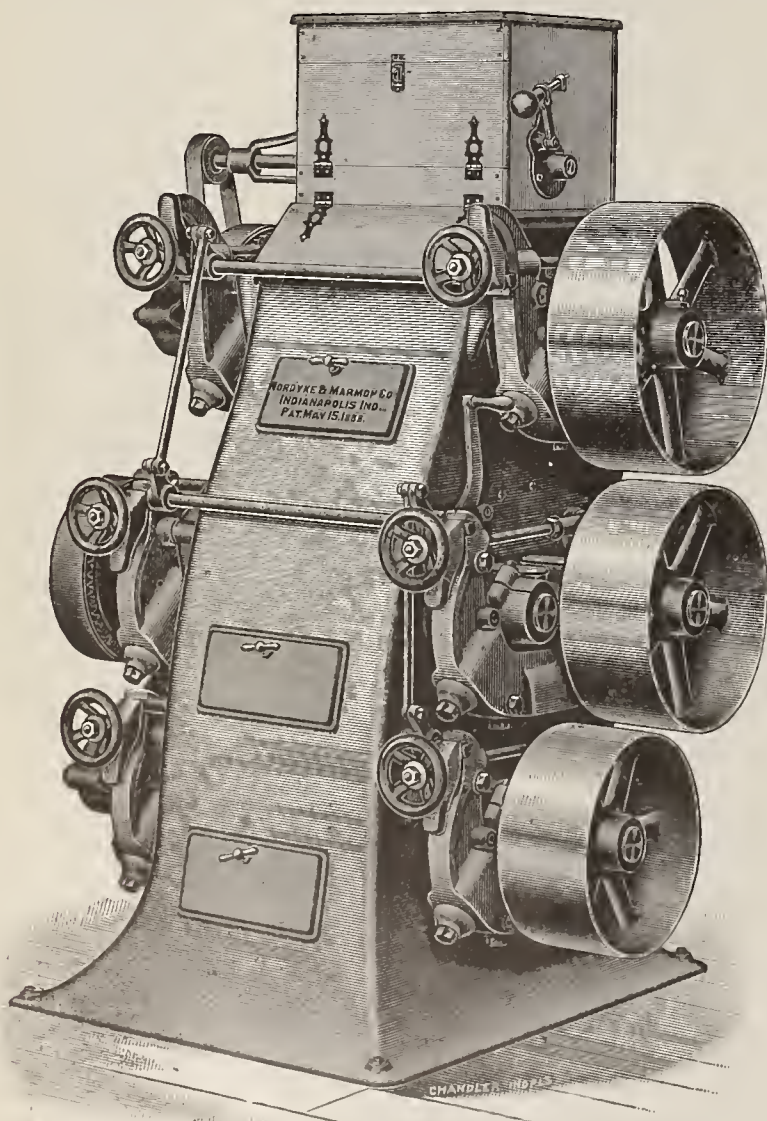
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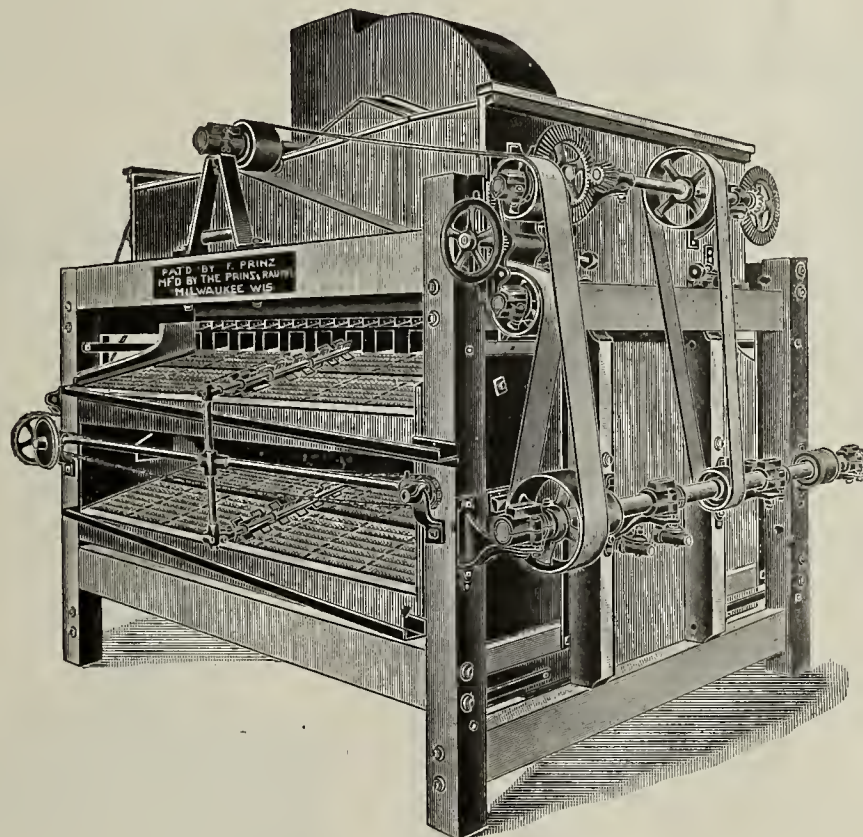
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The only Separator spreading the grain out in a very thin stream and using a short travel sieve.

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Unquestionably our Helicoid (continuous flight conveyor) is the best screw conveyor made. We are the originators of and fully equipped to make sectional flight conveyor also, but advise customers to use Helicoid, because it is better balanced and more durable than any other screw conveyor, and renders more satisfactory service.

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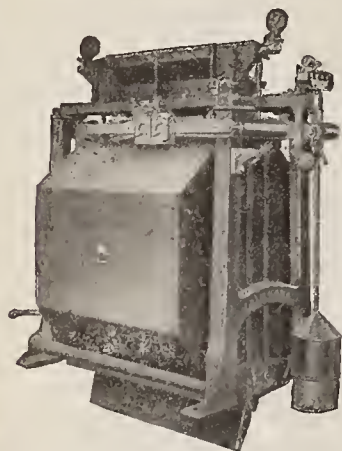
Helicoid costs no more than other conveyors.

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HIGHEST DEVELOPMENT OF AUTOMATIC WEIGHING



SIMPLE

Operated wholly by gravity; no springs, few parts.

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Double compartment hopper, each side dumping as opposite fills.

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Has sealed standard weights and graduated beam and can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

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MIND THAT AMBUSCADE

An Ambuscade Scale is one that lies in weight and is a weigh off
Buy the RICHARDSON, which never lies

"I have tested the Automatic Elevator Scale that I purchased of you last August and find it absolutely accurate and correct. Accept thanks, as it has saved me the price in collecting shrinkage on leaking cars."
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The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels' capacity and up.

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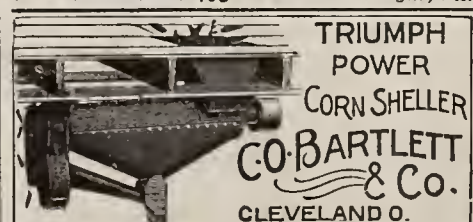
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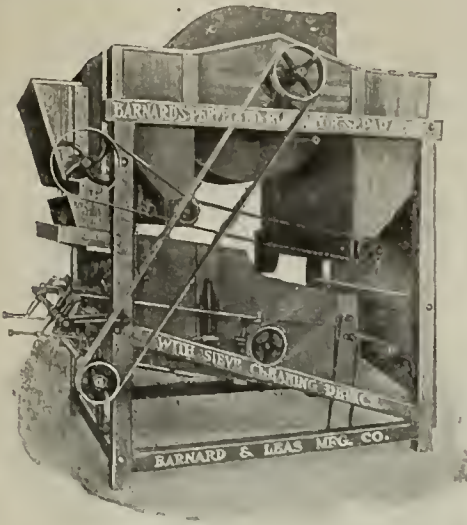
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INEXPENSIVE, QUICK

No more work climbing stairs. Cost no more than stairways and take up one-quarter the room. Correspondence Invited.

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We make or supply everything necessary to completely equip Elevators of all capacities.

Barnard's Perfected Separator with Sieve Cleaning Device.

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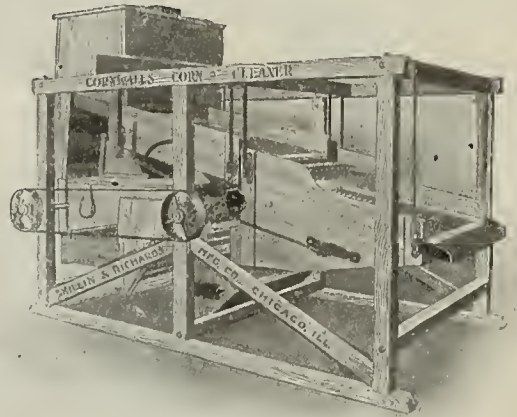
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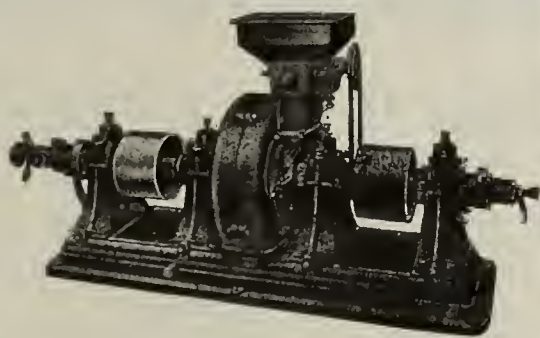
BUILDERS OF

Elevator Machinery and Supplies

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Time to
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And get your share of the season's feed grinding business. If you have a Monarch you will control the bulk of the business in your territory because customers like the kind of feed our mill makes. Your profits will be large because the Monarch is a fine, fast grinder and can be kept at work day in and day out without loss of time. We make a number of different sizes and have the mill for your needs.

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Gives all the information that a prospective customer can desire. It tells why the Monarch has phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable endless belt drives; hammered steel shafting; ball bearings and other improvements not found in competing mills.

Mention amount and kind of power you expect to use for operating a mill

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The "Eureka" Corn Dryer



Dries the grain uniformly and extracts any percentage of moisture desired.

Most economical, dries continuously, inexpensive to adopt.

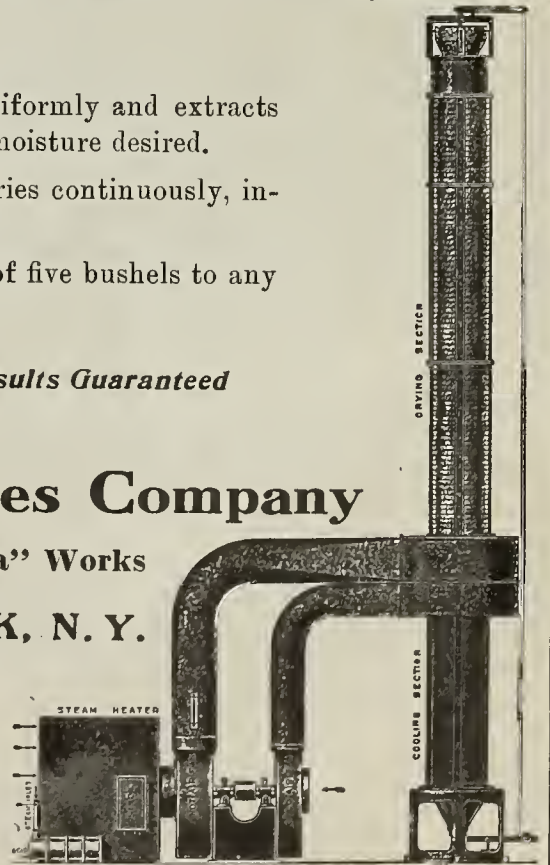
Built in capacities of five bushels to any quantity.

Satisfactory Results Guaranteed

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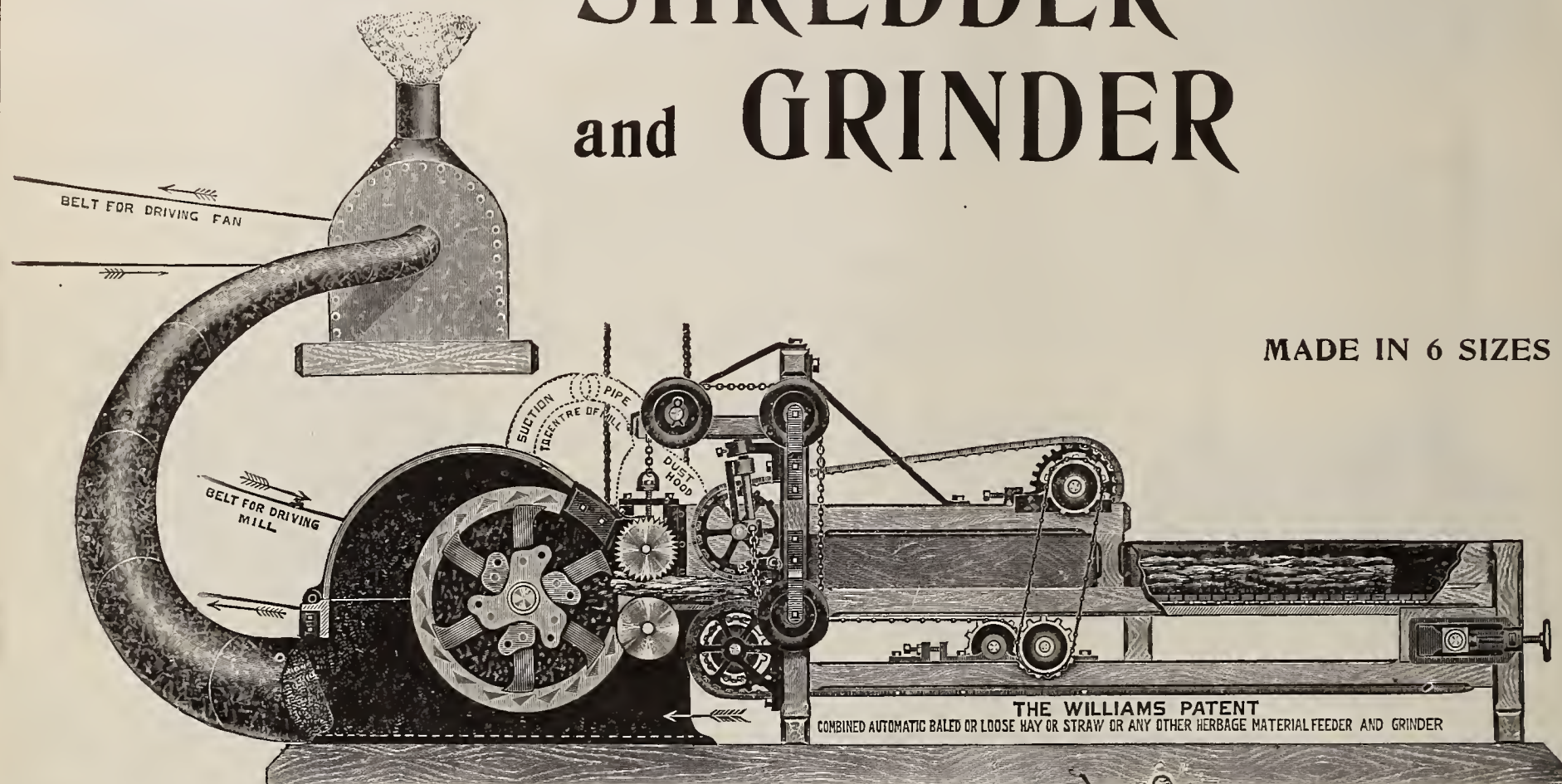


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THE ONLY VERSATILE FEED GRINDER EVER PRODUCED

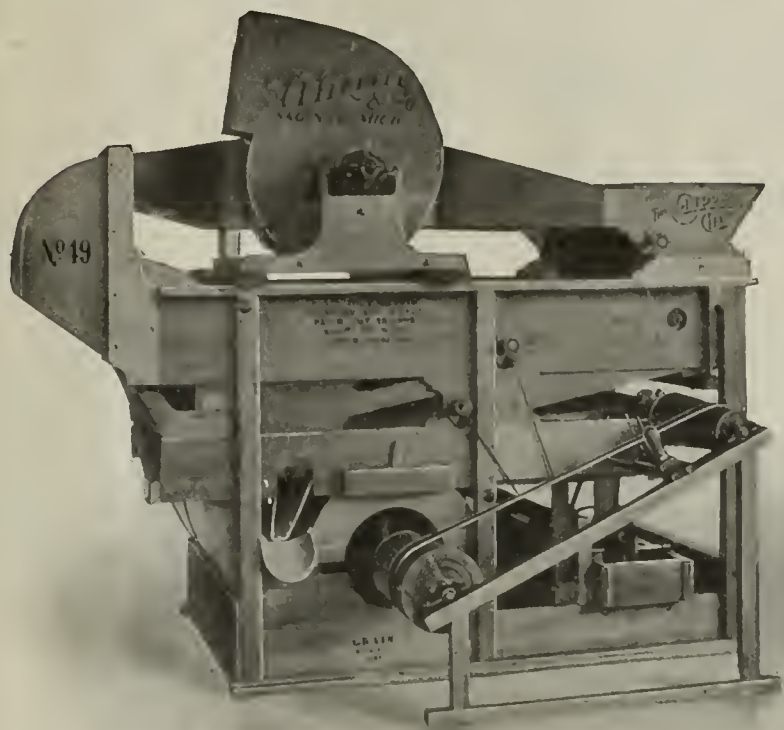
They will reduce EAR CORN with the HUSK on.
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 They will reduce ALFALFA HAY and FODDER OF ALL KINDS, with the CORN on.
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 They are CUTTERS when desired, GRINDERS when desired and SHREDDERS when desired.
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 They give two grades of goods AT THE SAME TIME, coarse and fine.
 They will give double the capacity for the power expended and cost for repairs of any known grinder on earth.

For Further Information Write for BULLETIN NO. 7

THE WILLIAMS PATENT CRUSHER & PULVERIZER COMPANY
 ST. LOUIS, MO., U. S. A.

The "Clipper" Cleaners with Traveling Brushes



Our traveling Brush device is the simplest, strongest and best made. Strong fibre brushes are made to travel back and forth across the under side of the screens, thoroughly brushing them and freeing the perforations from any grain or seed with which they may become clogged, making it impossible for the meshes to fill up.

Any man who has used a Cleaner or Separator knows that the meshes or perforations in the lower screen soon become clogged so that it is necessary to "scrape" or "pound" the screen in order to clear the perforations. Our Traveling Brushes keep the screens clear all the time, and make the capacity and work of the machine uniform.

With a machine not equipped with the Traveling Brushes it is often necessary to keep one man in constant attendance when cleaning a dirty run of stock, to keep the screens clear and insure satisfactory work.

The advantages of using one of our machines equipped with Traveling Brushes is apparent: The quality of the work is improved; the capacity of the machine is increased; the cost of operation is reduced, and one has the satisfaction of knowing that he has the best that money can buy.

Catalogue with prices and full description upon application.

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WHY PAY CORN PRICE FOR WATER?

Get a Hess U. S. Moisture Tester. Anyone can make tests in 20 minutes. It tells you how much moisture is in the grain and thus protects you in shipping, storing or buying. Every grain man should have one. Free booklet.

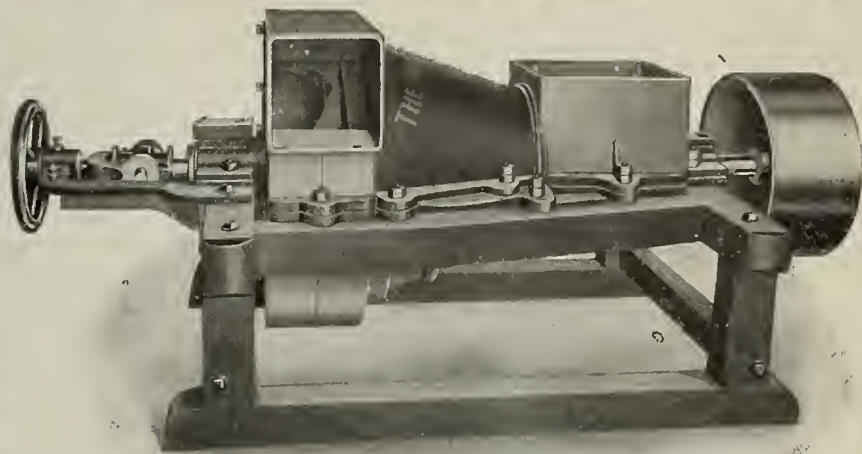
THE HESS PNEUMATIC GRAIN DRIER

USED EVERYWHERE. You've heard of it. We have all sizes in stock and can ship quickly. There's time yet for you to insure against spoiling grain during the germinating season this spring. Ask for booklet.

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Sometimes called kiln-dried (incorrectly). Made in Hess Driers and sold everywhere—here and abroad—at a premium. Keeps in all climates—germinates strongly—mills perfectly. Ask us for a list of dealers who use our driers and who will supply it.

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910 Tacoma Building, CHICAGO



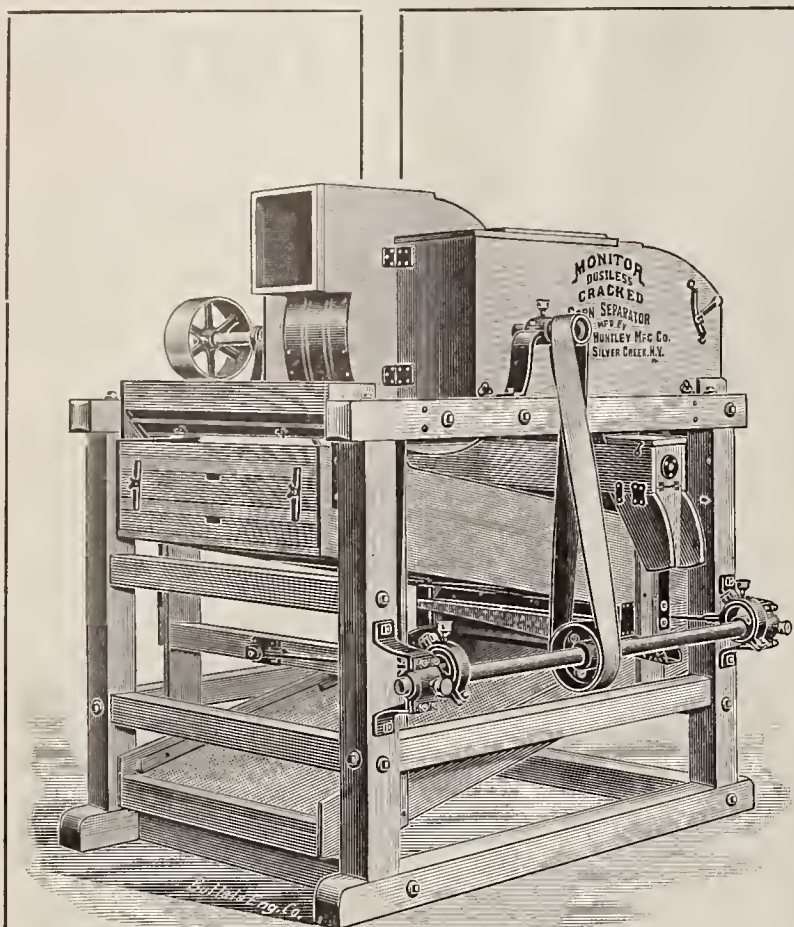
Patents Pending

The Ohio Corn Shellers

are the best because we can give you any style sheller; the fan discharge and the regular machine, either style, with or without the adjustment. If you contemplate buying any new machinery it will pay you to investigate our line.

We make Shellers, Cleaners, Dumps, Drags, Boots; in fact, everything to equip an elevator.

THE PHILIP SMITH MFG. CO.
SIDNEY, OHIO



Every User of the Monitor Cracked Corn Separator Is Loud in Its Praises

THESE two testimonial letters tell their own story in regard to the success and satisfaction which come from the use of this separator in the preparation of feed meal and cracked corn. ¶ If you are interested in this kind of machine we shall be glad to send you folder fully descriptive of all its leading features. Write today for it.

W. J. BYRNES & CO., Commission Merchants.

Chicago, Ill., Feb. 28, 1908.

We have one of your Monitor Cracked Corn Separators in operation. We are more than pleased with it; it is a machine that has long been needed for the trade. You will have no trouble in selling machines of that make.

W. J. BYRNES & Co.

THE STANDARD CEREAL CO.

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The Monitor Cracked Corn Separator we purchased from you has been in operation now for about three months. This machine has been giving satisfactory results and anyone wishing a machine for making cracked corn or feed meal would not make a mistake by purchasing a Monitor.

THE STANDARD CEREAL CO.

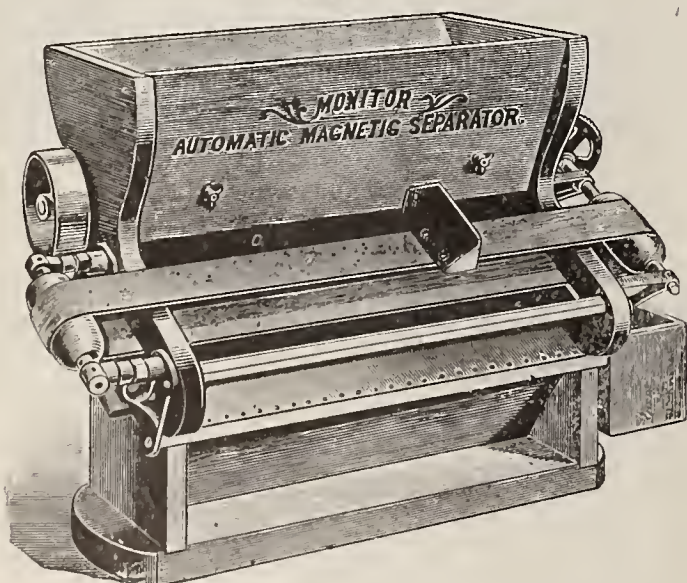
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WE ARE NOW BUILDING THE MONITOR COMPOUND SHAKE SEPARATOR WITH OR WITHOUT SIEVE CLEANERS AS DESIRED



No Danger to Rolls when you use the Monitor Magnetic Separator

THE magnets used in this separator are not the ordinary commercial kind, but are especially made for us, thoroughly tested and proven to be right before leaving the factory. ¶ We do not skimp the machine in quantity of magnets, for we use a double bank which makes absolutely certain that all bits of iron ore, wire, nails and other metallic particles will be separated from the grain as it flows through them. The machine is automatic and cleans itself; is of no bother, no work, no worry, and an occasional oiling is all the attention required. It will work forever. ¶ Write today for complete catalogue of the famous MONITOR make of GRAIN CLEANING machinery.

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BUT ONE OF THE
FAMOUS MONITOR
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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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NEW CLOVER LEAF ELEVATOR.

The accompanying cut is a picture of the new transfer elevator completed March 1 last, at Madison, Ill., for the Clover Leaf Route, by the Burrell Engineering and Construction Company of Chicago, who also designed it. This elevator takes the place of the one built in January and February, 1907, by the same company, for the Clover Leaf, but which was destroyed by fire in September last. The fire carried away everything except the foundation, which, being of concrete and extremely heavy, was injured only slightly. Both the original elevator and the present one were erected in seventy-five working days.

So perfect was the original elevator, the second one was contracted on exactly the same specifications, excepting the foundation, as before mentioned.

The elevator is equipped with two receiving and shipping legs, two 1,200-bushel Fairbanks Hopper Scales, three 25-horsepower and two 7½-horsepower Wagner Electric Motors; two pairs of Burrell Auto-Power Shovels, one Burrell 10-car Worm Gear Car Puller and two 10-inch well casing loading spouts, fitted with bifurcated spouts at the discharge end.

The power is taken from the motors in every instance by means of Renold Silent Tooth Chains.

The builders of this elevator have received eight new contracts this year, three of which have already been completed, the latest one coming from Wyoming.

The Kansas Tax Commission has informed Secretary Smiley that the elevator business should be classed with that of merchandising; that the reason no day is named in the statute for taking the amount of grain on hand is that the average quantity of the stock on hand for the month is to be taken. "There is only one way to arrive exactly at such an average," says the secretary of the Commission, "and that is to compute to the end of the month the days of each particular purchase and then to deduct from the aggregate the total number of days of sales computed, likewise from each date of sale

to the end of the month. The difference, divided by the number of days in the month, will give the average for the month." The secretary says also that to get the average of money, credits and debits the same method is to be pursued.

The Northern Grain Co., which has been fattening 7,000 sheep on elevator offals at Manitowoc, Wis., recently clipped 35,000 pounds of wool, and will now fatten the sheep for market.

[For the "American Elevator and Grain Trade."]

OHIO SHIPPERS' ASSOCIATION.

Legislation pending before the Ohio General Assembly concerning railroad transportation, rates, the powers of the state Railroad Commission, and matters of like character affecting the general shipping interests of the state, furnished the program of an interesting and representative meeting of the Ohio Shippers' Association, which met at Columbus, on March 25. There are no less than six bills touching on some one of the subjects enumerated, and each one of them is of greater or less importance to every shipper in the state. A strong resolution was adopted by the Association heartily endorsing all of the bills and urging their passage by the legislature.

H. S. Grimes, whose jovial face is well known to every grain dealer and shipper in the Buckeye state, presided over the deliberations of the convention, and introduced Governor Harris and J. Y. Bassell, secretary of the Columbus Board of Trade, who welcomed the delegates.

Governor Harris, being a practical farmer by occupation and experience, confined his remarks largely to the attitude of the farmer toward the shipper, emphasizing the fact that one was to a large extent dependent upon the other for his success. He said if the farmer had no grain dealer or grain shipper to sell his grain to, he would indeed be in a very embarrassing condition. He closed his remarks by congratulating the Association upon its growth during the past year and on the splendid campaign it had waged in conjunction with the grain shippers, for better facilities and more equitable rates in the matter of railroad transportation.

Mr. Bassell's talk was brief, but right to the point. He urged that the Association, if it expected to be treated fairly by the railroads, must meet the corporations with fair propositions. "If you ask fair play, you have got to show fair play. You deserve equitable treatment at the hands of the railroads and should not be content to receive or give anything less."

Both speakers were extended votes of thanks by the Association for their warm



NEW CLOVER LEAF ELEVATOR AT MADISON, ILLINOIS.
Designed and Erected by the Burrell Engineering and Construction Co.

words of welcome and for their wholesome counsel.

President Grimes stated that the membership of the organization is now considerably above five thousand, being the largest and most influential organization, with the possible exception of the Federation of Labor, in the state. He voiced the sentiments of the previous speaker when he said that it was not the purpose of the Association to antagonize the railroads or to antagonize individuals, but simply to demand that it be treated equitably by all with whom it had any business dealings.

With the exception of President Grimes, who was succeeded by W. S. Thomas of Springfield, all the old officers were re-elected for another year. By virtue of the rule of the Association presidents serve for one year only. B.

JUSTICE BREWER DISSENTS.

The Supreme Court of the U. S. on March 16 by a division of 5 to 3 affirmed the decision of the court below imposing fines of \$15,000 each on the Chicago, Burlington & Quincy Railroad for granting rebates and on the Armour Packing Company, Swift & Co., Morris & Co. and the Cudahy Packing Company for accepting rebates on shipments of products intended for export.

The decision was announced by Justice Day, and his announcement was concurred in by Justices Harlan, White, McKenna and Holmes. The Chief Justice and Justices Brewer and Peckham dissented. Justice Brewer criticized the majority opinion as attacking the sacredness of contracts and urged that it would be better to enforce the contract and let Congress deal with the possibilities of secret arrangements between carrier and shipper.

In the course of his dissent Justice Brewer said:

It has been one of the boasts of our jurisprudence that it upholds the sacredness of contracts. By constitutional provision a state is estopped from passing a law impairing the obligation of a contract and again and again has this court stricken down legislation having such effect.

To my mind a better way would be to enforce the contract and thus secure justice in this case, leaving to Congress the enactment of additional legislation, if deemed necessary, to prevent the possibilities of secret arrangements between carrier and shipper.

In the majority opinion Justice Day discussed the various points of controversy involved in the case. On the question of what constitutes a crime in the matter of granting rebates he said that any plan or contrivance by which rebates were obtained was criminal within the meaning of the law. He said that it was the purpose of the act to punish those who give or receive transportation in the sense of actual carriages at a concession from the published rates, and that it did not make any difference whether the offense was committed in one district or another, whether at the beginning, at the end or in the middle of the journey. Discussing the effect of the ruling on the usual construction of contracts, Justice Day said:

There is no provision for the filing of contracts with shippers and no method of making them public defined in the statute. If the rates are subject to secret alteration by special agreement, then the statute will fail of its purpose to establish a rate duty published, known to all, and from which neither shipper nor carrier may depart.

It is said that if the carrier saw fit to change the published rate by contract the effect will be to make the rate available to all other shippers. But the law is not limited to giving equal rates by indirect and uncertain methods. It has provided for the establishment of one rate to be filed as provided, subject to change as provided, and that rate to be while in force the only legal rate. Any other construction of the statute opens the door to the possibility of the very abuses of unequal rates which it was the design of the statute to prohibit and punish.

The statute being within the constitutional power of Congress, and being in force when the contract was made, is read into the contract and becomes a part of it. If the shipper sees fit to make a contract covering a definite period for a rate in force at the time he must be taken to have done so subject to the possible change of the published rate

in the manner fixed by statute, to which he must conform or suffer the penalty fixed by law.

HON. JOHN A. KNOTT.

The Railroad and Warehouse Commissioners of the state of Missouri are elected by the people, and not appointed by the governor, as is the rule in Illinois and some other states. We believe it is an open question, which method of selecting the commissioners gives the state the better service; but there is no question where the responsibility for their performance of duty falls—if the people of Missouri do not like the way the Railroad and Warehouse Department behaves itself they get the commissioners' scalps themselves, without first having to remove the governor, who, in other states, alone has the power of changing the commissioners, or department personnel.

As a member and chairman of the Missouri Warehouse Commission Hon. John A. Knott entered office with the moral backing of a ma-



HON. JOHN A. KNOTT,
Chairman Missouri Railroad and Warehouse Commission.

jority of over 46,000 over his competitor. This substantial endorsement, while it gave him a moral support to his "plan of campaign," also laid on him the imperative duty of serving the people in a substantial and practical way. He has felt that to be his duty and has devoted himself wholly to that purpose. What he has done may be briefly reviewed as follows:

In the first place he attacked the dockage system practiced by the terminal elevators and millers in the great grain markets of the state, and had the system abolished. He says: "I never could understand why an elevator or miller, after receiving the full weight of grain to which either was entitled, should then deduct an additional toll of grain for which nothing was paid." In which matter Mr. Knott is not singular—others have encountered a similar insoluble problem of business ethics.

Then Mr. Knott has used his influence for the establishment of just and uniform grades and honest weights of grain coming under the jurisdiction of the Department, believing that both the shipper and receiver should be protected. Mr. Knott's theory is that the absent shipper should be represented by a disinterested third person who should be a bonded and sworn state weigher. "To that," he says, "it seems to me no one should object." In accord with this belief, Mr. Knott was instrumental in introducing and passing through the legislature a bill providing for the weighing by the state of all grain received in the great terminal markets of the state, either for immediate sale or for storage. The

execution of this law was resisted by the public and private elevator interests generally, and the law is now under consideration by the Missouri Supreme Court, whose opinion on the validity of the act may be expected now at any date. The law hitherto has put under state jurisdiction the weighing of only such grain as goes through the public elevators, but the law resisted extends that jurisdiction to grain going through private houses as well.

AT SUPERIOR.

Wisconsin grain inspection is a fait accompli at Superior, but somehow the North Dakota farmers, who were represented as very urgently demanding the service, do not seem anxious to use it now it is open to them. The Wisconsin Grain Commission therefore has been circularizing the farmers and shippers in North Dakota and Northern Michigan urging them to specify Wisconsin inspection. The Commission's circular, after referring to the fact that Commissioners Macfadden, Kimball and Johnson represent respectively North Dakota, New York and Wisconsin; after mentioning that the law under which the Commission exists was unanimously asked for by the North Dakota legislature at two different sessions; and after pointing out that the chief inspector is a North Dakota man, A. McMillan of Grafton, concludes as follows:

It may surprise you to know that since January 1, if you have had grain unloaded in the city of Superior, you have received the first legal weights which you have ever received on grain unloaded in this city. All of the time before the weights were made by men acting under the laws of a foreign state (Minnesota), and of course you are well aware that the laws of Minnesota are no more binding upon a man for acts committed in Wisconsin than they would be if they were committed in Canada or Europe.

Arrangements have been made for special bins with some of the elevators, so that if a combination of your private elevator men wish to do so you can keep your grain separate and sell to the Eastern miller direct. If you would get together and form a strong commission company among yourselves, or possibly it would be better to form several commission companies of your own people from North Dakota, that would come here and handle your grain, there is no question but that it would pay you well.

Dakota is very much interested in having a competitive inspection and market at the head of Lake Superior, and we hope and expect that you will patronize it. It will be necessary if you wish Wisconsin inspection on wheat and flax to have it so stated on your way-bill. Of all coarse grains shipped to Superior and unloaded in Superior houses Wisconsin inspection is taken.

OMAHA CORN SHOW.

The National Corn Exposition will be held this year at Omaha on December 19 to 29, Prof. J. Wilkes Jones, of Ames, Ia., secretary of the Corn Growers' National Association, manager. The date is later than that of the Chicago show of 1907, and the exhibition of corn will doubtless be even more satisfactory than that at Chicago, which had never been equaled.

Among the celebrated feeders of corn and others taking part in the preliminary work of the Exposition are E. D. Funk of Bloomington, Ill.; P. G. Holden of Iowa; John Sundburg, president, and B. W. Crossly, vice-president of the Iowa Corn Growers' Association; F. H. Klopping of Pottawattamie County exhibit; John R. Clizbe, vice-president of the Corn Association of Illinois; E. G. Montgomery of the Nebraska Agricultural College; E. H. Hogue and C. W. Pugsley, two of the commissioners from Nebraska for the National Corn Exposition; G. W. Hervey and W. R. Mellor of the Nebraska State Board of Agriculture, etc.

The biggest cargo of grain ever carried from Boston to Hull, England, went out in the hold of the Wilson line steamer Consuelo, which sailed from Mystic Wharf on March 18. She had exactly 127,865 bushels beneath her hatches.

ROBERT W. CHAPIN.

One of the greatest dealers in mill feeds in this country is Chapin & Co., Incorporated, of Buffalo and Milwaukee, of which Robert W. Chapin is president. The company's mill, with a capacity of 200 tons mixed feed daily, is located at Milwaukee, while the sales offices are at Buffalo, Boston, St. Louis, Milwaukee and Minneapolis.

The business was founded many years ago by Chas. A. Chapin, father of Robert W. Chapin, and his son, though born at Wirt, Allegany County, N. Y., in 1871, lived in Milwaukee until 1893, when he went to Buffalo to take charge of the business at that point. He was educated in Milwaukee schools, and first came into contact with men at the age of sixteen as clerk of the committee on state affairs of a Wisconsin legislature. The experience was as valuable and remunerative as it was unusual for a boy of that age.

In 1887 Mr. Chapin went to work for his father's firm, Chapin & Co., who were then, as now, jobbers of millfeed, and even at that time one of the largest operators in this branch of the cereal business. He served an apprenticeship which was very thorough, for starting in with sweeping the floors he had to work his way up, finally being given entire charge of the Milwaukee office.

From time to time as the company started new offices, his brothers and the other members of the firm were put in charge, until in 1892 Mr. Chapin made up his mind that Buffalo was an excellent distributing point and decided to locate there and establish a branch. This he did in 1893, since which time the business has grown by leaps and bounds, proving at least the advantage of getting as near to the retail buyer as possible.

In 1900 Mr. Chapin established himself temporarily in Hamburg, Germany, looking over the export business, and he lived at Hamburg and elsewhere on the Continent for about six months. This branch of the business was found to be too intermittent, however, and the company decided to drop out of it and attend solely to the domestic business.

Charles A. Chapin, the founder of the business, was a man of much force and energy and had very high standards of right and wrong. He served as president of the Chamber of Commerce in Milwaukee several terms, and having a legal education in addition to his training as a flour miller, took special pleasure in serving on the arbitration and reference committees; and his decisions were noted for their soundness and clearness and were never, or rarely, overruled. When the firm first went into the millfeed business all that was known was that feeds were good to eat; few knew why, as there had been very little scientific investigation of the subject in this country, at least, although the Minneapolis millers had gone to some expense for literature to demonstrate that spring wheat bran and middlings, which were the color of sawdust, were quite as good in every way as the floury, white-looking winter wheat feeds. Even to this day, fortunately for the winter wheat millers, not over half of the consumers are of this opinion. In these investigations into the qualities and values of feeds Mr. Chapin took a keen and lively interest.

Charles A. Chapin introduced also most of the present customs and methods of transacting the feed business. Originally millfeed was shipped in bulk, and no one ever thought of sacking it, except for retail use. The across-Lake Michigan boat lines were running at that time, and as they made a large differential on sacked feed, he established the method of shipping in sacks across the lake to save the five cents per hundred, and once across the sacks were emptied into the car on the other side and returned to be used over again. This was so primitive and wasteful a method that before long most of the mills began

shipping their goods in sacks exclusively and have ever since continued to do so. Later on they adopted the idea of putting their names on their feed. This was not thought worth while doing until about 1890, but it was so good an opportunity for the mills to use valuable advertising space that few now neglect it.

The large handlers of millfeed in the country have their business reduced to a science; and by improved methods of communication goods are bought in the West and before the day is over are sold and often shipped to retail dealers at remote points. This is done only by having accurate team-work between buyers, managers and salesmen and through the use of the most improved telegraphic and telephonic facilities, added to which is a very complete knowledge also of each of the infinitesimal number of makes and brands and kinds of millfeeds. It is no infrequent thing for a large handler of millfeed to have in stock at one time as many as 150 to 200 different kinds of feed, counting brands as making a difference. This makes it very difficult to



ROBERT W. CHAPIN.

get at the volume of business done, as feed is not sold in large lots like grain. The large millfeed houses have so perfected their systems that they can distribute and sell cars cheaper and more scientifically than the mills can direct their sale, so that the average miller has not sought the Eastern trade, because the volume of his output does not warrant the expense necessary to sell it directly.

Chapin & Co. have had to make a very scientific study of not only the constituents, analyses and properties, of each and every commercial feedstuff, but have gone far beyond that and have a good knowledge of their digestibility, how they should be mixed and fed; in fact, their office serves as an information bureau for thousands of farmers who wish to know how to feed their live stock. This requires considerable knowledge of farm life, which, having been born and lived on a farm quite a number of years of his life, Mr. Robert W. Chapin has not found it difficult to acquire.

In 1907 Chapin & Co.'s business was incorporated under the laws of Wisconsin, with an authorized capital of \$250,000. It has a large and well equipped feed mill and mixing plant, with ample warehouse accommodations, at Milwaukee; and the largest lake boats load direct from their warehouse. The volume of their business has increased from about 30,000 tons in 1887 to over 250,000 tons in 1907.

The officers of the company are all young men who spent their lives learning the business, to wit: Robert W. Chapin, Buffalo, president; Charles J. Chapin, Milwaukee, secretary and treasurer; John

E. Geraghty, Minneapolis, vice-president; George M. Chapin, Milwaukee, superintendent of mill; A. H. Merritt, manager of Boston branch, and E. A. Witter, manager St. Louis branch. The first duty the brothers learned from their father, Charles A. Chapin, was to be scrupulously exact in carrying out contracts, whether written or oral. He taught them the great importance of fair dealing and truthful selling methods, and the lesson has not been forgotten.

Robert W. Chapin is a member of the Buffalo Chamber of Commerce and the Buffalo Corn Exchange and is acting as a member of a reference committee of this latter institution. He is a member of the committee on rules of the Grain Dealers' National Association.

He is much interested also in the independent telephone movement, having taken part in it ever since it was started in the Buffalo territory, and is a director of the Frontier Telephone of Buffalo, owned by the Consolidated Independent Telephone Co., which controls, or connects with, over 70,000 independent telephones in Western and Central New York, and over 17,000 in Buffalo alone. He is also vice-president and director of the Century Telephone and Construction Co. In regard to this latter activity he says: "While we can not say that our work in the independent telephone field is appreciated by the public, who never stop to figure, there is no question but that we are saving the people of Buffalo over half a million dollars yearly on their telephone rates as compared with the Bell schedule."

LAKE BILL OF LADING.

A conference of bankers, grain dealers, vessel owners and rail carriers was held at Buffalo on March 27 to consider the matter of the lake and lake-rail bills of lading to which Western bankers have made certain objections, going so far as to threaten to refuse them as collateral for loans unless revised. Among those present were the following:

Grain Interests—Charles Kennedy, T. J. O'Brien and A. C. Palmer, for the Buffalo Corn Exchange; P. G. Cook, Western Elevating Association; H. T. Kneeland, Electric Grain Elevating Company; W. B. Gregory, Mutual Elevator; George E. Pierce, for Kellogg Elevators and Chamber of Commerce; Ward Ames and A. H. Crossweller, Duluth Board of Trade; John G. McHugh, secretary Minneapolis Chamber of Commerce; J. J. Stream, for J. C. Shaffer & Co.; James Pettit, president of Peavey Grain Company; E. L. Merritt, of W. H. Merritt & Co.; Robert MacDougall, for Knight & MacDougall, Chicago; W. M. Hopkins, traffic manager of the Chicago Board of Trade.

W. H. Kemp, New York Produce Exchange, and Milmine, Bodman & Co., New York; H. D. Irwin, of L. G. Graff & Son, Philadelphia, also for Commercial Exchange Bank.

Lake Carriers' Association—Capt. J. J. H. Brown, chairman; Harvey D. Goulder, Cleveland; Edward Smith, Buffalo; W. H. McGean, Cleveland; D. A. Tomlinson, Duluth; H. L. Shaw, Bay City; D. Sullivan & Co., Chicago; George C. Williams, Chicago; C. H. Williamson, Buffalo; M. L. White, Buffalo; F. T. Morford, Buffalo; Charles F. Strasmer, Buffalo; T. J. O'Brien, Buffalo.

Banks—O. H. Lindsay, Milwaukee; Clifford Hubbell, Marine Bank; E. C. McDougal, Bank of Buffalo; F. O. Wetmore, Chicago; E. S. Thomas, Chicago; A. B. Bissell, People's Bank.

Railroads—W. E. Dawley, D. L. & W.; L. A. Mattice, D. L. & W.; G. W. Maytham.

The objection the banks offer to the existing bill is that it is possible, when a draft is attached to a bill of lading and sent on from Chicago, Duluth or other shipping point to Buffalo, Baltimore or similar place, that the service of the latter might be delayed by a succession of holidays, say on Sunday and Monday, and in the meantime the grain, which is the only collateral for the loan, might pass in the interim out of the control of the agent to another person or agent who might be irresponsible. The grain men and other interests maintain that such a contingency is improbable and has never happened except once.

The point the bankers made was not denied—it was conceded that the Buffalo handling does

take the grain out of the hands of the shippers from whom the bill of lading was given to the banker to secure the cash advance on the cargo, and at the same time the consignor, who pays the amount advanced on bills of lading, is not in possession and does not pay until he is. But, on the other hand, as pointed out by grain shippers, this has been the regular practice for forty years, and there never has been a serious loss by reason of the system.

The conference decided that no improvement upon the present system of securing funds on bills of lading had been devised, but that if a better plan should be suggested at any time another meeting would be held to consider the matter. These findings are embodied in the following resolutions:

Whereas, This conference concurs in the view that it would be desirable to eliminate the "Care of Consignee" feature from bills of lading; and

Whereas, No plan for so doing seems feasible without causing great disturbance to the grain trade; therefore, be it

Resolved, That it be the sense of this meeting, that the change of the so-called "Care of Consignee" method of billing grain cargoes is deemed inadvisable at present. It is further recommended that banks and shippers scrutinize the responsibility of "Care of Consignees" as a most important matter of protection to their interests.

It was further decided to make the committee which prepared this report a permanent one, and the organization a permanent one. The standing committee consists of Charles Kennedy, Buffalo; F. O. Wetmore, Chicago; J. J. H. Brown, Buffalo; W. H. Kemp, New York City; James Petit, Chicago; Clifford Hubbell, Buffalo, and Ward Ames, Duluth.

STORING EAR CORN.*

There was a time in the history of the corn-producing belt when rail pens were about the only available means of storing the corn crop. Much to the discredit of some corn growers, this method of storing is still in vogue, even in sections where good means of storage could be afforded at little expense. It is no uncommon sight to see rail pen after rail pen filled with ears of corn and without any cover, exposed to all the rains and snows of winter, and these in sections of the country that produce the most corn and are, consequently, most interested in higher-priced corn. This corn remains in apparently good condition during the cold weather and is usually placed upon the market in early spring. Filled with water, it is not long after it is loaded into box cars or vessels until it heats and spoils. The installation of elevators where such corn can be kiln-dried has been brought about by this poor manner of storing the corn crop. There is now a general prejudice against kiln-dried corn, resulting from the fact that kiln drying was first employed and is at present employed, to a very large extent, to prevent further heating and fermentation of corn that was not allowed to dry properly or was poorly stored before being placed upon the market. This state of affairs, which results from allowing the corn to remain wet during winter and necessitates the removal of the water by expensive means, keeps the price of corn lower than it would be if the corn were allowed to dry in the fields and kept dry until placed upon the market. Grain buyers would pay a better price if the general supply of corn reached them in a condition that would insure its preservation without drying and the resulting shrinkage.

Less than 4 per cent of the corn crop of the United States is shipped from this country, either as corn or as cornmeal, and there is, in some of the European countries, a strong prejudice against American corn, due to the fact that much of it reaches these foreign countries in a condition unfit for human food. It is, clearly, not profitable to transport a low grade of corn such distances to be sold as poor food for stock. This state of

*From Farmers' Bulletin 313, U. S. Dept. of Agr.

affairs can be entirely overcome by allowing the corn to dry thoroughly in the field and then keeping it well stored until it is transported. The proper method of treating the corn crop can be quickly brought into general practice if farmers, grain buyers, boards of trade, shippers and all who have a voice in the market price of corn insist that the price be influenced in proportion to the moisture content of the corn.

A GROWING MICHIGAN COMPANY.

The Barryton Grain and Elevator Co. of Barryton, Mecosta County, Mich., has had a quite remarkable growth during the past year and a half, or since it has been under the management of Murry R. Nelson, formerly of Mt. Pleasant. Mr. Nelson went there in August, 1906, at which time the company's plant consisted of but one elevator and one small warehouse. Since then he has erected a second elevator 24x45 feet in size, a hay warehouse 20x100 feet in size, and a potato house 24x50 feet in size, as well as a neat office building, 16x24 feet, at the east end of



BUILDINGS OF THE BARRYTON GRAIN AND ELEVATOR CO., BARRYTON, MICH.

the plant. The company employs 32 hands permanently, and during the last bean picking season it distributed no less than \$2,500 to the young women of the village as pickers. Mr. Nelson's chief assistant is his son, Geo. A. Nelson.

The company handles all the cereal products of the farm, as well as hay and potatoes, and sells lumber, lath, wood, pulp wood, tan bark, etc., and thus makes a market for all the natural products of the county.

Mr. Nelson is a very popular as well as successful manager. He believes in progressive management both of his business and of the municipal business, and is at the head of every movement looking to the real benefit of Barryton and neighborhood. At the village election in July, 1907, he was elected trustee for two years by a unanimous vote, not a single vote having been cast against him. It is rare, indeed, that even so conspicuous service as Mr. Nelson has rendered Barryton is so generously recognized by his fellow citizens.

ROW AT SUPERIOR.

Not unexpectedly, perhaps, a factional row has appeared in the Superior Board of Trade, where an effort is being made to commit the Board to a policy of legitimate business only. The row is over the problem of allowing certain firms to do business. Apparently it is a struggle between a few grain dealers and a bunch of shoppers for control.

The record car of oats arrived at Minneapolis on March 12 from Montana with 2,922 bushels of the heavyweight oats grown in that state. On the same day eight other cars of oats were unloaded from Montana, the smallest car carrying 2,102 bushels.

[For the "American Elevator and Grain Trade."] IN THE MATTER OF WAREHOUSE RECEIPTS FOR GRAIN.

BY J. L. ROSENBERGER,

Member of the Bar of Chicago and Cook County.

Section 124 of chapter 38 of Hurd's Revised Statutes of Illinois, 1905, provides that whoever fraudulently makes or utters any receipt or other written evidence of the delivery or deposit of any grain, flour, etc., upon any wharf or place of storage, or in any warehouse, mill, store or other building, when the quantity specified therein has not in fact been delivered or deposited as stated in such receipt, or other evidence of the delivery or deposit thereof, and is not, at the time of issuing the same, still in store and the property of the person to whom or to whose agent the receipt is issued, or for the whole or any part of which any other receipt is outstanding, or uncanceled, shall be imprisoned, etc. Section 125 provides that whoever, having given any such receipt or written evidence of deposit or storage, being in the possession or control of such property, shall

sell, encumber, ship, transfer, or in any manner remove from the place of storage, or allow the same to be done, any such grain, flour, etc., without the written consent of the holder of such receipt or other evidence of deposit or storage, except in cases of necessity for the purpose of saving such property from loss or damage by fire, flood or other accident, shall be imprisoned, etc.

The Supreme Court of Illinois says (McReynolds vs. People, 82 Northeastern Reporter, 945), that in its opinion the legislature intended said Sections 124 and 125 to include all buildings of every kind and character, in which goods, wares and merchandise are or may be stored, whether for hire or otherwise.

It was then urged that the words of Section 124, especially those which forbid the utterance of "any receipt or other written evidence of the delivery or deposit of any grain," etc., and those which forbid the utterance of the writing unless the goods are "still in store and the property of the person to whom or to whose agent the receipt is issued," etc., show conclusively that the statute does not cover a writing evidencing the deposit in a building of goods belonging to the owner of that building. This leads the court to say that it may be conceded that the ordinary meaning of the word "receipt" would not indicate a writing evidencing a transaction of the kind mentioned, but there might well be written evidence that the owner of certain grain had deposited that grain in a building owned by him. If the owner made a written statement that grain owned by him had been so deposited and signed the same and thereafter transferred the writing to another for the purpose of conveying the grain, that writing, as against him, would be written evidence of the deposit of the grain in the building in question and would, the court thinks,

satisfy the requirements of the statute in that regard. Such a writing would only be regarded as "issued" when assigned, transferred, or delivered by the owner of the building to some other person. If the owner of the building made such a writing and rightfully kept it in his own possession, it would, of course, be entirely ineffective for all purposes. It is when he has assigned, transferred, or delivered such writing to another that it is "issued," within the meaning of the statute.

The receipt in the case at bar reserved the right to "store" or intermingle the grain with other grain of the same grade, and it was, in fact, so intermingled. It was urged that this receipt had no legal effect "to represent the property in the goods therein described or to convey title to the goods," and that the statute did not apply for the reason that the legislature could not have intended to protect a document which was without legal effect, so far as transferring the goods or any property interest therein was concerned. So far as the title to the grain itself, or so far as the creation of any lien thereon, was concerned, as to third parties the receipt was, of course, absolutely without effect. The vendor may sell a quantity of grain, part of a mass, the quantity so sold not being identified or separated from the mass and not being delivered, and the title thereto will pass as between the vendor and the vendee.

It is, of course, true, that where the property sold has not been identified or separated from the common mass replevin could not be maintained; but it is also true that if the whole was destroyed by fire without the fault of the owner of the building in which the grain was stored, and while that sold was still unidentified and undelivered, the loss would fall upon the vendee to the extent of the grain sold to him.

It seems equally clear that if the owner of a building had therein 10,000 bushels of corn in a common mass and should sell 1,000 bushels to each of 10 different persons without identifying or separating any of that sold and make and assign to each vendee a receipt like unto that assigned in this case to the bank, and that by proper indorsement and transfer all the receipts should come to the hands of the same party, this party could then maintain replevin for all the corn, if it still remained undisturbed in the vendor's building. Had the transaction between McReynolds and the bank been intended as a sale, the court thinks the title to the corn would have passed as between the vendor and the vendee and that the receipt, having been indorsed and delivered as collateral security, it was, in legal effect, an unrecorded and unacknowledged chattel mortgage, possession of the property remaining with the mortgagor, and that it was such an instrument as comes within Sections 124 and 125.

Evidence was introduced which showed that there were 6,000 bushels of corn in cars standing on railroad tracks in a yard which was a part of the elevator property and which was operated in conjunction with the elevator. It was insisted that an instruction given at the request of the prosecution was erroneous, because it advised the jury, in substance, that the fact that the accused owned this corn in the yard was without significance. The court thinks the instruction was correct. McReynolds was required by the law to keep the corn in the "place of storage," which was the building, and not the yard.

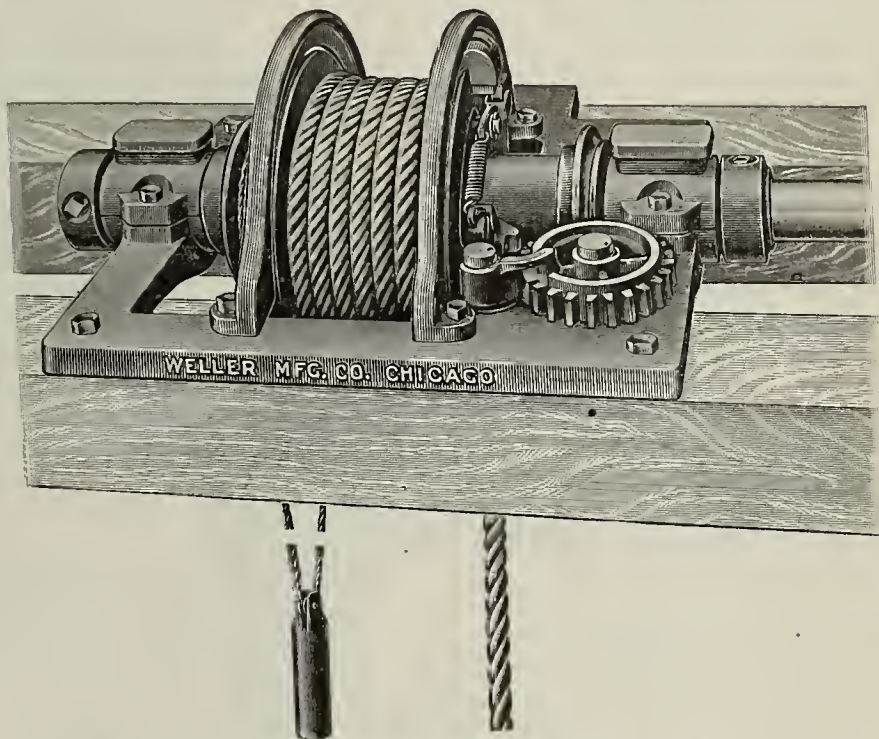
President Roosevelt has ordered the Bureau of Corporations to investigate the system of trading in grain futures. That's right. It should be, and we are positive that after the investigation, legislators and the public at large will know more about the question than at present. Some are now condemning what they do not understand. President Roosevelt is reported saying no drastic

legislation should occur until after this investigation. That's fair—to grain men, farmers and the public.—Zahm's Red Letter, March 12.

THE WELLER IMPROVED POWER SHOVEL.

When the new catalogue of the Weller Manufacturing Company of Chicago appears (it is now in the printers' hands) it will contain some very handsome pictures of many of the company's new specialties for the grain trade, among which will be one of the new power shovels illustrated herewith.

The Weller Improved Power Shovel has very many points of advantage. It occupies little space and the winding drum is centrally located in the supporting frame, thus obviating the necessity of right and left hand shovels. The clutch, which is located within the winding drum, is so designed that when engaged it drives with the full area of the surface of the jaws, so as to reduce the wear to a minimum. A clutch worm-gear actuates the stop lever and is most accurate in its operation, which is one of the essen-



THE WELLER IMPROVED POWER SHOVEL.

tials for the successful operation of an automatic machine.

The shovel is heavily constructed throughout, all vital parts being made of tool or cast steel; and before offering it to the trade it has been thoroughly tried out in many severe tests.

REBATE SUITS ORDERED.

The Commerce Commission has asked the Attorney-General to begin suits against the C. & O. Railway Company and certain shippers on the information obtained at a certain inquiry recently held at Richmond, from which it appears that the C. & O. road favored certain shippers "at the expense of the Seaboard Air Line and the Atlantic Coast Line" in the shipment of grain and packing house products, and that the shippers thus favored gave the Chesapeake & Ohio "all of the in-bound business of the shippers so favored by it."

Commissioner Lane, who made the investigation, reported that, "This result has been accomplished by means of transfer slips issued by the station agent of the Chesapeake & Ohio Railway Company on the written instruction of the assistant general freight agent, said transfer slips falsely conveying to the Southern lines the statement that such shipments had originated at points beyond Richmond and were entitled to move from Richmond to destination in the Carolinas at a division of a through rate, such division being less in amount than the local rates to which these shipments were legally subject. The benefits of this arrangement have been reaped by

the shippers enjoying it and also by the Chesapeake & Ohio Railway Company, which, whether by express agreement or not, has received all of the in-bound business of the shippers so favored by it."

The responsible party was the assistant general freight agent of the road, who, when it appeared that his game was discovered, began trying to cover up his tracks, even going to the degree of destroying certain records forbidden by the commerce act to be destroyed.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

Pursuant to notice, the board of directors of the Illinois Grain Dealers' Association met at the Great Northern Hotel, Chicago, on March 26; and on call of the roll there were present E. M. Wayne, president; H. I. Baldwin, treasurer, and Directors E. C. Boyer, J. L. Brainerd, J. E. Collins, H. A. Hillmer and A. G. Tyng, and Secretary S. W. Strong.

The secretary read a report of the financial business of the Association for the nine months

from June 1, 1907, to February 29, 1908, which on motion was approved.

The secretary reported the following applications for membership: Austin Gibbons, Dwight, Ill.; the H. J. Hasenwinkle Co., Memphis, Tenn.; John Lawson, Redmon, Ill.; Northwestern Elevator and Grain Co., Peoria; J. T. Sims & Son, Oakland, Ill.; Stewart & White, Vermillion, Ill. On motion the applications were approved and the parties received as members of the Association.

Complaints having been filed from the following points in Illinois, in relation to the lax methods of inspection in the Baltimore market, and also against the extra ½-cent commission charged on all corn sent to the drier, to wit: Bloomington, Pana, Windsor (2), Garrett, Decatur, Peoria and Springfield, on motion the secretary was instructed to take the matter up with the secretary of the Chamber of Commerce of Baltimore, to the end that protest be made on behalf of the Illinois Grain Dealers' Association; and an urgent request be made that the rule charging an extra ½ cent per bushel commission on grain sent to the drier be repealed; also that the inspection at Baltimore be more carefully made, and that shippers from Illinois be given just account for the actual grain as to quality and color and condition forwarded to Baltimore; and that an invitation be extended by the secretary to the Chamber of Commerce of Baltimore, to send a delegation to the fifteenth annual convention of the Illinois Grain Dealers' Association, to be held at Springfield, on June 9 and 10, 1908, and that said delegation be requested to make explanation of the rules and methods of the Bal-

timore Chamber of Commerce that the complaints of the shippers from Illinois may be satisfied.

A copy of this motion was directed to be sent to the secretary of the Baltimore Chamber of Commerce.

Treasurer H. I. Baldwin and Secretary Strong gave an account of the proceedings of the conference had on the 16th inst. in Washington with the committee on commerce of the House of Representatives in relation to Federal inspection of interstate grain.

Secretary gave an account of the Council of Commerce which has lately been organized by Secretary Oscar Straus, of the U. S. Department of Commerce and Labor.

Many complaints from Illinois shippers being made against the rule of the Buffalo Chamber of Commerce in relation to the "Red Ticket," on motion the secretary was instructed to take the matter up immediately with the secretary of the Buffalo Chamber of Commerce, and ask that the use of the "Red Ticket" be abolished, or changed to conform with the rules of the Chicago Board of Trade under like conditions; also that the Chamber of Commerce of Buffalo be invited to send a delegation to the fifteenth annual convention of the Association; also that correspondence be had with President A. E. Reynolds of the Grain Dealers' National Association in regard to the subject of the "Red Ticket" at Buffalo and its use.

In the matter of fixing the place for the fifteenth annual convention of the Association, the secretary read a number of letters inviting the board of directors to fix upon Springfield as the place of meeting, as follows: Mayor, Roy R. Reece; President Nicholas Roberts, Chamber of Commerce; Verne Ray, chairman "Ad Men," and John H. Lloyd, for the grain dealers of Springfield.

Mr. Baldwin spoke in behalf of Decatur, but stated that, inasmuch as Springfield had made such a very cordial invitation to the convention, he would withdraw any claims that Decatur might have, and ask for the convention at Decatur next year.

On motion, the secretary was instructed to accept the very friendly and cordial invitation extended to the Association by the Mayor, the Chamber of Commerce, the "Ad Men" and the grain dealers of the city of Springfield; and it was then ordered that the fifteenth annual convention of the Illinois Grain Dealers' Association be held in the city of Springfield, on the 9th and 10th of June next; that all dealers be invited to bring their ladies; that the headquarters of the convention be at the Leland Hotel; and that a committee of four, consisting of President E. M. Wayne, Secretary S. W. Strong, Treasurer H. I. Baldwin and Director J. L. Brainerd, be appointed to have full charge of the convention, and to make any and all arrangements for the convention; that an invitation be extended to all grain dealers, brokers, track buyers, commission men, traveling solicitors and manufacturers of grain-handling machinery to attend the convention and bring their ladies.

After a general discussion of the condition of the trade, on motion the meeting adjourned.

S. W. STRONG, Secretary.

GRAIN BAGS.

Grain bags will be cheaper on the Coast for the jute article. On March 28 the Washington prison factory managers fixed the year's price for penitentiary grain sacks at 7.2 cents, as against 9 cents last season. Oat sacks were reduced to 8 cents from 10 cents of last year. Based on the estimates of last year's crops, the Board apportioned sacks to grain-growing counties in numbers as follows: Garfield, 81,000; Columbia, 90,300; Walla Walla, 170,400; Whitman, 380,250; Spokane, 78,000; Lincoln, 188,100; Adams, 187,500; Douglas, 162,000; Franklin, 120,000; Beaton, 36,000; Klickitat, 33,750, and Yakima, 24,000.

A few days before this date the O. R. & N. and N. P. companies reduced the rate on bags from the Coast to the interior by 25 per cent, effective May 1. This will make the rates on burlap, gunny and jute bags, from Portland to the Palouse territory, including Lewiston, Idaho, 50 cents, and to points in the Walla Walla Valley, including Walla Walla, Waitsburg, Dayton, Prescott and Pomeroy, 40 cents. The rate from Portland to points between Pendleton and Huntington, including Elgin, will be 50 cents. This rate will be good in carload shipments having a minimum of 40,000 pounds.

The one drawback to the situation in general is the fact that on February 10 the Calcutta jute goods mills agreed to work short time, thus stopping for the time being the downward course of prices which on the date named advanced.

FRANK E. MARSHALL.

Frank Evans Marshall, who was recently elected secretary of the Commercial Exchange of Philadelphia to succeed the late Lawrence J. Logan, has many friends in the grain trade, who



FRANK E. MARSHALL.

will be glad to learn that he has again identified himself with the scene of his former activities.

Mr. Marshall, who is an expert accountant, was for eleven years in charge of the Philadelphia office of Messrs. Gill & Fisher, when that branch was managed by the late Edward W. Barker, and leaving that firm in 1896, he entered a new field of more active employment upon the floor of the Philadelphia Exchange as export manager for the well-known house of I. M. Parr & Son, Limited, whose foreign business out of Philadelphia had remained practically undeveloped. By hard work and the utilization of the great European connections of the parent house of the Parrs in Baltimore, as well as by good business judgment advantageously used, Mr. Marshall succeeded in building up for the Philadelphia branch a business as large as that of the older house, and established both in the United States and in Europe a high reputation for honorable and just dealing. The firm, in which Mr. Marshall soon acquired a partnership interest, was the first to charter large steamers for the shipment from Philadelphia of parcel lots to European ports with which that city had had no steamship connections, and thus practically inaugurated a service that has since been performed by regular lines; and its foreign shipments from Philadelphia in one year exceeded twenty-five millions of bushels of grain. Against his wishes, the highly prosperous firm decided to retire from business in 1902, and Mr. Marshall, who is a zealous antiquary and book-lover, as well as the

owner of a very large collection of early American book-plates, decided to spend a year in the indulgence of his hobbies.

In 1903 he became export manager for the old and distinguished house of Rice, Quinby & Co. of New York, and removed to the latter city, where he remained during two of the "leanest" years ever known to the export trade. In the Autumn of 1905 he left Rice, Quinby & Co., who were anxious that he should remain with them and for whom he freely confesses his great liking and admiration, and since that time has divided his leisure between his native state of Alabama and his adopted one of Pennsylvania.

Mr. Marshall's love for old books and prints has occasionally found vent in newspaper and magazine articles, and he is a recognized authority upon old book-plates, as well as a student of genealogy and heraldry. Although long identified with the practical side of the grain business, and quite free from any desire to abandon the cares consequent upon business activity, Mr. Marshall thinks he can make his broad experience useful in his new sphere without sacrificing his abilities, and while many of his friends have complimented him upon being unanimously chosen to the position, others have not failed to congratulate the Exchange upon the wisdom of its choice.

PHILADELPHIA FLOATING ELEVATOR.

The Pennsylvania Railroad has so far yielded to the request of the grain trade to improve its facilities for handling export grain at Philadelphia, that on March 18 it placed a contract for the building of a floating elevator with a capacity of 12,000 bushels per hour and towers sufficiently high to make possible the loading of any modern freight steamer. The contractors agreed to build and deliver the craft in 90 days.

In past years there have been some delays in the barging and delivery of grain to ships at Philadelphia, and the operation of this new elevator will remove the cause of such losses of time.

The grain export business through the port of Philadelphia amounted, during the year 1907, to a total of 21,417,000 bushels, against 20,055,282 bushels in 1906, and 6,389,407 in 1904. In 1907 the Pennsylvania Railroad alone handled in Philadelphia 13,000,000 bushels, nearly 61 per cent of the total, and of that number 7,800,000 were lightered.

To handle these shipments through Philadelphia, the Pennsylvania Railroad now supplies two water front elevators with a combined capacity of 1,200,000 bushels; five barges, two of which have been added recently, with a combined capacity of 140,000 bushels, and two floating elevators. In addition a dryer is provided at the Keystone Elevator, to and from which grain to be treated is hauled free of charge.

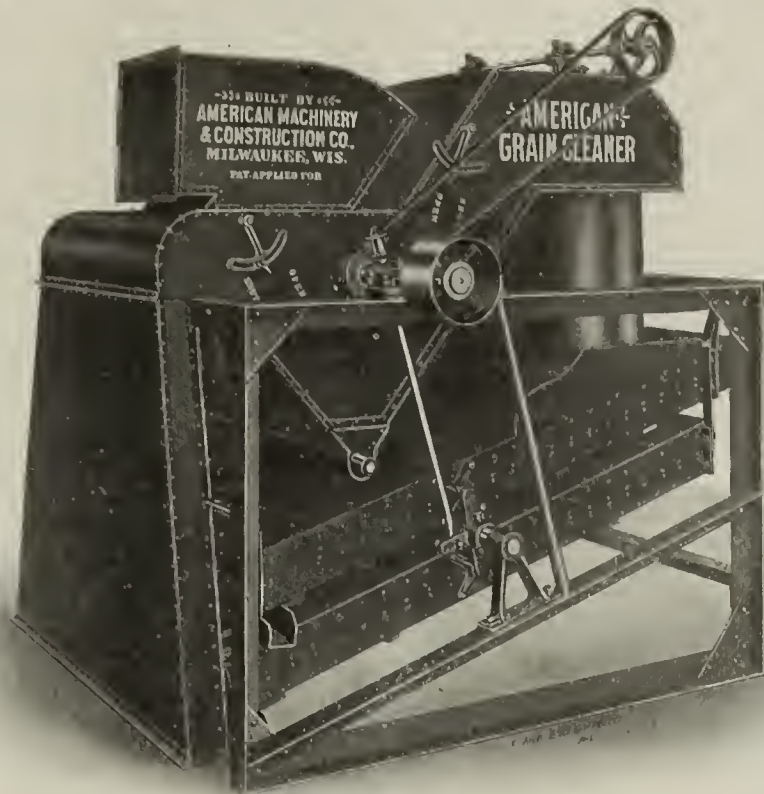
The Buffalo Chamber of Commerce has elicited from the state superintendent of public works the unwelcome news that the Erie canal will not be open until May 1, and that it may not be ready for business at that time. This will disappoint those who are troubled by the grain embargo at Buffalo, and will doubtless arouse a strong demand for greater expedition in canal work.

Argentine oats are being bought for importation into this country. Reports to this effect were discredited a few weeks ago, but on March 20 there were authentic advices from New York dealers, which explicitly stated that 25,000 bushels oats had been bought for shipment to New York by MacLaren & Muir on the basis of 39 cents c. i. f. New York, or 54 cents, with the 15-cent duty paid; and also that the American Cereal Co. had bought a cargo of 300,000 bushels Argentine oats for their Peterboro, Ont., mill.

THE AMERICAN GRAIN CLEANER AND AMERICAN CYCLONE ASPIRATOR.

The primary principle made use of in the construction of the American Grain Cleaner is air suction. The American Machinery and Construction Company of 103 West Water Street, Milwaukee, Wis., who perfected the machine and who are now placing it on the market, term it

forations in the main screens are of such size that all the grain will fall through, while all foreign material which is coarser will pass over and be delivered at the sides of the machine. The grain from the main screens then passes over another set of screens of finer perforation, through which all sand, seeds, cockle, etc., drop and are delivered to the sides of the machine. These cockle screens are under both main screens and extend the entire length of same.



THE AMERICAN GRAIN CLEANER.

the pneumatic, or air, system of cleaning, and when it is considered that practically 90 per cent of the impurities in grain are lighter than the grain itself, it may readily be seen how serviceable a machine will be that has a perfect air suction arrangement in connection with sieves for cleaning the grain.

In operation the grain in process of cleaning is subjected to a pneumatic air system which takes out about 90 per cent of the impurities before the grain reaches the sieves. At the head, or cylinder end, of the machine is a cast-iron hopper through which the grain enters, and in this hopper is a regulating valve which divides the grain into two equal streams. Two spouts branching off from the hopper conduct the grain down the center of the two steel cylinders. At the bottom of the spouts, and fastened to vertical shafts, are cast-iron concave discs, which revolve at a certain speed. Between the revolving disc and the outside casing of each cylinder is a ring of vertical steel beaters. A fan located near the center of the machine sucks a current of air through each cylinder, then through the screenings tips and finally discharges it. The grain, after leaving the spouts, falls into the revolving concave discs which throw it in an outward and upward direction against the steel beaters. When the grain has reached the highest point in its upward course, the currents of air, passing up through the cylinders, hold it in suspension for a moment, sucking out all the light impurities and dropping the heavier kernels of grain to the shaker sieves beneath. In this operation of pneumatic cleaning practically 90 per cent of the impurities are taken out of the grain.

The remaining 10 per cent of impurities are of a heavier and coarser nature than the grain, and the further separation is made by the sieve operations. When the grain leaves the cylinders it drops upon the preliminary or scalping sieve which takes out all sticks, straws, cobs, etc., and tails them over the sides of the machine.

From the scalping sieve the grain falls upon the two main screens which are so arranged that each one will take half the grain. The per-

After leaving the cockle screens the grain falls into the rear suction trunk, where it is given a final aspiration and cleansed of any fine particles which may have worked off the grain during the sieving operation. The grain is then left thoroughly clean.

The air currents are at all times under the

One of its distinctive features of construction consists in the employment of double compensating shakers, placed one above the other and moving in opposite directions. These shaker screens counterbalance each other so perfectly that there is no jar or vibration and no bracing of any kind is required. A single pair of solid bronze eccentrics on the fan shaft operates both shakers by means of steel connecting rods and oscillating cross-arms. With one main shaft but few bearings are necessary, which makes great saving in power and friction and in the general attention required.

The American Cyclone Aspirator, also illustrated, is built on the same principle as the American Grain Cleaner, and the pneumatic cleaning is done in the same manner, but it does not have the shaker screens. It is likewise built of all steel or of wood and steel combined.

The American Machinery and Construction Company makes the claim for these machines that they are correct in theory and the most efficient in practice of all cleaners on the market. They are designed especially to save time and worry, to minimize wear and tear of machinery and to produce superior results.

BOARD OF TRADE INTEREST WORLDWIDE.

E. W. Wagner says:—"The world has its eyes fixed on the Chicago Board of Trade. This is proved by the fact that I have received inquiries for my book, 'Grain Speculation Not a Fine Art,' from all over the world. These inquiries show that interest in the market fluctuations of grain is worldwide. They are a sure proof that the rise and fall of values on the various exchanges have their permanent, important part in business.

"I have received inquiries for the book from Africa, Ireland, Panama, Chili, Argentine and Spain, and several thousand copies of the book have been distributed, but public interest in this discourse on grain and provision trading is unabated. Numberless opinions tend to show that this exhaustive mental vivisection of market



THE AMERICAN CYCLONE ASPIRATOR.

absolute control of the operator and by means of regulating valves are easily and quickly regulated to different conditions and kinds of grain. The machine is adapted for cleaning all kinds of grain and malt, and to change from one kind of grain to another it is only necessary to change the sieves.

The American Grain Cleaner is made in two styles—all steel and wood and steel combined.

fluctuations, their cause and aftermaths, is to date 'the classic' par excellence on trading. Many readers of the book have been prompted to that action by a desire for economic information. The principles and deductions in the book have never been refuted or even challenged. They stand as the strongest wisdom obtainable regarding daily and long distance action on the Exchange."

THE INSPECTION MATTER.

As far as the House of Representatives is concerned, national inspection of grain is considered shelved, at least for this Congress, the committee on agriculture on March 29 having amended the appropriation bill by cutting out of it the following clause, which had been inserted as a supplement to the paragraph on grain laboratories by Chairman Scott:

"Such grades, when so fixed, to become the official standard for the grading of grains."

This leaves the Secretary of Agriculture, as before, clothed with authority to maintain laboratories at various points for the purpose of determining and reporting upon the nature, quality and conditions of such samples of grain as are submitted to the experts. If anything more is heard of national inspection in the House it must come in the form of a separate bill for the purpose, several of which are, of course, still pending.

Undoubtedly this result was contributed to by the conference of delegates from the Grain Dealers' National Association and hoards of trade and exchange of the country which was held at Washington, on March 16, to consider the various bills pending for the creation of a system of Federal inspection of grain, and to prepare a concise recital of arguments to prove the impracticability of the proposed legislation. President A. E. Reynolds presided and there were present, among others, the following:

Delegates of Grain Dealers' National Association.—A. E. Reynolds, Crawfordsville, Ind.; J. F. Courcier, Toledo, O.; H. I. Baldwin, Decatur, Ill.; S. W. Strong, Pontiac, Ill.; T. A. Morrison, Kokomo, Ind.; L. A. Morey, New York; G. A. Wells, Des Moines; J. L. King, Philadelphia; H. S. Grimes, Portsmouth, Ohio.

Chicago Board of Trade.—J. C. F. Merrill.

Baltimore Chamber of Commerce.—Mr. England and Mr. Vincent.

New York Produce Exchange.—Ely Bernay.

Newport News.—Mr. Upshur, Norfolk, Va.

Buffalo Corn Exchange.—F. E. Pond, Secretary.

Cincinnati Chamber of Commerce.—P. M. Gale and F. F. Collins.

Louisville Board of Trade.—Mr. Bingham and Mr. Brandeis.

Toledo Produce Exchange.—Mr. Southworth and E. H. Culver.

Peoria Board of Trade.—Mr. Corneilson.

Minneapolis Chamber of Commerce.—Mr. Searle and Mr. Marshall.

Mr. John B. Daish, Washington, D. C., was the attorney for the Delegation.

The delegates maintained that grain traders, country shippers, terminal dealers and exporters, under the present system of grading, are not levying an unjust tax upon the producers, consumers and foreign buyers of grain. The following statement by Secretary Geo. A. Wells of Iowa presented the matter to the committee of the House on interstate and foreign commerce from the standpoint of the country grain dealers and shippers who hitherto have been practically unrepresented at all the hearings or in the discussion of the question. In order to be brief he referred only to certain exhibits mainly concerning the law and practice governing inspection in Minnesota, which were subsequently filed with the committee. Mr. Wells said:

It would seem to be the purpose of the McCumber Bill, Senate No. 382, to establish a condition that will give the farmer more money for his grain and the foreign buyer better value for his money, the accomplishment of which must accordingly reduce the profit, or compensation, received by the grain trade for the service performed, the money invested, and the risk assumed in providing storage and handling facilities to accommodate the farmer so that he may sell any and all kinds of grain at any time to suit his fancy or convenience, and the consumer to buy according to his peculiar requirements, and to find markets and buyers.

The farmers market about 75 per cent of their surplus grain within three or four months after

harvest, in all sorts of conditions, and expect the grain trade to take care of it at any and all times by keeping an open market.

Senator McCumber practically states that the grain trade of this country is robbing the farmers, which as a general proposition is not true. In refutation of this idea, so far as country grain dealers are concerned, I have compiled a report covering 448 elevators located in the state of Iowa, which shows as follows, viz.: (1) Daily gross buying margin on corn, 1.8 cents per bushel; (2) daily gross buying margin on oats, 1.6 cents per bushel; (3) average annual volume of grain per elevator, 75,000 bushels; (4) average annual expense per elevator, \$1,050. The average annual net profit per elevator is, therefore, \$225, which does not consider the loss on account of shrinkage in weight and the deterioration in quality that often occurs, especially in corn, while in the hands of the country dealer, and which is sometimes disastrous because of excessive moisture content, causing the corn to heat. Forty per cent of the last Iowa corn crop was of just such a character. [Mr. Wells submitted later, as Exhibit A, certain specific statements of record as a verification of the average statement of huying margins mentioned above. To the committee:] And I will also state that I positively know that many of the grain firms doing business in Iowa would gladly submit to a thorough investigation of the general daily huying margins of profit as taken by them.

Senator McCumber in his statement deals largely with past history. The grain trade should not be held accountable to-day for conditions that existed in years gone by that do not now exist, any more than that a member of Congress should be held accountable now for accepting a railroad pass in years gone by. The discipline of the grain trade in itself, as enforced through its kindred organizations, hoards of trade, exchanges and grain dealers' associations, has kept the grain trade well in line with the general improvement of business methods of recent years and no line of business is conducted to-day with more economy, individual integrity and honor than the grain business of this country.

Senator McCumber deals with certain conditions that are peculiar to his locality that do not in fact exist elsewhere. He seems to recognize only two classes of grain shippers, viz., the large terminal line elevator companies and the individual farmer who ships his own grain. He ignores that large class of independent and local grain dealers. He accuses the line elevator companies of giving arbitrary and unreasonable instructions to their agents at local stations with reference to prices, grades and dockage. It is certainly necessary that they give their agents instructions. They could not keep their business in hand and do otherwise. There are now in most states rigid laws that prevent combinations and agreements in restraint of trade and competition, and I understand that North Dakota has a law that requires the grain dealer to give the farmer official information as to the grading of his grain in the terminal market. Thus it would seem that the farmers of North Dakota are now well safeguarded against unfair treatment by the large line elevator companies.

Senator McCumber complains that the inspection and weighing of grain, as supervised by the Minnesota Railroad and Warehouse Commission, is conducted in the interests of the terminal grain trade and against the farmer and shipper; that excessive dockage for dirt is taken, and that the grain is graded so that more of the higher grade is shipped out than is received. In refutation of these statements, I desire to submit [Exhibit B] the official report of the chief grain inspector of Minnesota for the year ending August 31, 1906. [In which the chief inspector specifically replies to this very accusation by the senator, showing it to be absolutely without foundation.] [Mr. Wells submitted also, as Exhibit C, the Annual Report of the Grain Inspection Department of the State of Minnesota for the year ending August 31, 1907, which included copies of the concurrent resolution adopted by the state of North Dakota, requesting the legislature of the state of Minnesota to make certain amendments to its grain inspection laws, and the concurrent resolution adopted by the Minnesota Assembly in reply thereto, all of which is self-explanatory; and as Exhibit D, a copy of the Warehouse and Grain Laws of the State of Minnesota and calling the committee's special attention to Sections 2060 to 2069, inclusive, as well as the Laws in general, showing the efficiency of the Minnesota grain inspection department and the disposition to protect the producer and shipper of grain; and said:] We do not believe that the federal government can improve the service as rendered by the state, but, on the contrary, that federal inspection, with inflexible rules and red-tape methods, will be cumbersome and unsatisfactory to the producer and shipper of grain.

The state governments supervise the inspection of grain in Minnesota, Illinois, Missouri and Kansas. Within these states are located practically

all of the Western terminal grain markets, including Duluth, Minneapolis, Chicago, East St. Louis, St. Louis and Kansas City. These states will undoubtedly insist on maintaining their respective grain inspection departments, so far as their state rights will permit, and the states will certainly have jurisdiction over the intrastate shipments. A dual inspection by the federal and state governments will be expensive, confusing and a nuisance. The federal government cannot insist on the collection of fees for inspecting grain received at terminal markets that is not of interstate shipment, and much of the grain received at the terminal markets named above is not of interstate shipment. Some of it, however, might become interstate after the sale, which must be subsequent to the inspection; thus each department would be compelled to inspect all cars received, whether interstate or not, and receive fees only for the cars coming properly within the jurisdiction of each department; and this would also be true with reference to the supervision of weighing.

If each department should work independently, there would in the nature of things be differences in inspection, for men will differ in judgment and honesty, too. Such differences would cause endless confusion and dissatisfaction. If the two departments should work together and harmonize their work, one of the departments would simply be a sinecure and burden on the producer. Inspection and grading of grain will involve the same problems and troubles under government supervision as under the supervision of the states and hoards of trade.

In the event of the establishment of dual supervision, we do not believe that the Government could successfully compete with the service of the state or board of trade supervision, that are in closer touch with the peculiar conditions of trade and the types and qualities of grain. There are numerous varieties and types of each kind of grain peculiar to different localities. There is also endless variety as to quality and condition, and the different qualities of each kind of grain may range in solid continuity from lowest to highest grade, and any classification of grades must result in a certain range of quality in each particular grade.

Section 11 of the McCumber bill provides that final appeal on inspection be made to the Secretary of Agriculture, which provision is positively impracticable. This would result in the necessity of holding cars of grain on track awaiting the decision of the appeal, which would cause congestion in the terminal railroad yards, multiply the costs of demurrage, and complicate the transactions of trade because of the fluctuations that would occur pending the decision; and likewise in loading boats, the delays on account of appeals would be extremely expensive because of the demurrage that would accrue, etc. There are times in the large terminal markets when the appeals to the appeal board of the grain inspection departments amount to a large number of cars per day. It is impracticable for the Secretary of Agriculture, or any other man located at Washington, to act intelligently and competently in deciding the technical questions of appeal and give proper consideration to the peculiar conditions of the market where the grain in question might be located.

The producer gives little attention to the question of condition and quality of the grain that he sells. In fact, he is inclined to undertake to market the poorest possible quality and obtain the price of the best quality, practically forcing the country grain dealer into competition in grading as well as in price. The government should exercise an effort to encourage the farmers to improve the general quality of their grain crops. If the grain was carefully harvested and cleaned thoroughly by the farmer before marketing, the whole controversy regarding grain inspection and dockage would vanish in thin air and the farmer would save the refuse screenings for feed and the freight on the same, besides receiving a higher price for the improved quality of his grain as the result of such cleaning.

The power and authority that the McCumber bill would confer on the Secretary of Agriculture is un-American, to say the least. It provides that he shall appoint inspectors and assistants at such important centers of interstate trade as he may consider necessary, etc. We do not believe it is reasonable to say that there would be no political influence in these appointments. We believe there would be and that this is in fact the underlying purpose of this bill.

The McCumber bill further provides that he shall make all needful rules; shall fix all standards of classification and grading of grain; shall fix the charges for inspection, etc.; shall be final authority of appeal; shall make all needful rules relating to appeals; shall require inspectors and assistants to make report on the handling and weighing of all grain inspected by them. To give one man so large a scope of authority and power

in relation to private business is most unreasonable.

Upwards of 75 per cent of the grain marketed by the Western states is shipped to the terminal markets on consignment and sold by sample on its merits; thus the question of inspection is not always of importance in establishing the price. The commission merchant acting as agent for the shipper looks after his interests to the best possible advantage in securing the best price, and in case the inspection is of importance he also makes every effort possible to see that his shipper obtains fair treatment. There is always strong competition as between commission firms in this regard.

There is much business done by type sample, where inspection is not necessary; and to make government inspection of all interstate grain compulsory would impose a tax that would yield no benefit to the producer on a large amount of business.

Suppose a grain dealer should sell grain of a certain grade on delivered terms and he should load out of his elevator grain of the grade sold and so inspected by the government inspector, and the inspector at the point of delivery would give it a lower grade, and the grain dealer suffer loss because of the difference in the two inspections, would the government make good the damage done or would it be considered as merely performing a governmental function with no liability for damage?

Grain inspection is largely a question of individual judgment, and in conducting a department of grain inspection the government would employ a large force of men. It would be impossible to select all of these men and have every one of them infallible in judgment and otherwise practically capable. The governmental departments have demonstrated time and again that they fail in the selection of employees as much as do business firms or corporations.

The conference finally adopted unanimously the following resolutions:

Whereas, There has been introduced into the Congress several bills providing for the federal inspection of grain; and

Whereas, These measures are predicated upon the assumption that the present system of grading and classification of grain is faulty; and

Whereas, There are public utterances of people unconnected with the grain trade which indicate that the business methods of that trade are not consistent with fair and upright dealing; and

Whereas, It is believed that the grain trade is composed of gentlemen of high morals, who conduct their business honestly, upon proper lines and without inordinate profits in any of its branches; therefore, be it

Resolved, By The Grain Dealers' National Association and other representatives of the grain trade in conference assembled, at Washington, March 16, 1908, that the Congress be and it is hereby petitioned to appoint a commission to investigate the grain trade, in respect to the first handling from the farmer, its transportation, the handling at terminal markets, the export of grain and kindred matters; it being believed that such an investigation would vindicate the grain trade and forever set at rest the agitation for government control of the inspection of grain. Be it further

Resolved, That a copy of this resolution be transmitted to the President of the United States, the Secretary of Agriculture, and to the House Committee on Interstate and Foreign Commerce, and the Senate Committee on Agriculture and Forestry.

This subject was transferred to the Senate side of the Capitol on April 2, when Senator Hansbrough's committee on agriculture began hearings in favor of the McCumber bill. The distinguishing feature of the hearings was the testimony of H. S. Greeley of Chicago, who is still harping on his old-time hobby, the wickedness of the Chicago public elevators, with which habitual readers of the "American Elevator and Grain Trade" are familiar."

Senator Money did not seem much impressed by Mr. Greeley's argument. Senator Money thought the inspection ought to be left in the hands of the state authorities. "Have you ever gone to the local authorities and made complaint about these alleged fraudulent practices?" "Yes, sir," was Mr. Greeley's reply, "but we were unable to get very far." "But every citizen has the right to go to the grand jury," continued Mr. Money. "Before you come here you should exhaust your rights under the state law; and another thing, what is to prevent these same men who are now inspecting grain under state laws

from becoming inspectors under the federal laws? They are naturally better fitted for the work on account of their experience, and probably would be appointed." Mr. Greeley could not answer that question very satisfactorily. Mr. Greeley was followed by O. G. Nelson of the Society of Equity, who, like all of his class, "darkened counsel by words without wisdom." "We believe the passage of such a law would expand our markets at home and abroad," said Mr. Nelson. "To our home markets, it would give stability to the inspection service, which under present conditions is weak and inefficient. It is needless to say that American grain would have a standing because it would have the indorsement of the United States Government. Under the present system producers of durum wheat are getting the worst of it in terminal markets. In Minneapolis, there is a spread of 20 cents a bushel between durum and No. 1 hard, and No. 1 northern. This difference is not justified, as durum is the equal of other hard wheats as a flour maker. Millers are resorting to the bleaching process to give the flour the color of flour made from other hard wheat. Prices are fixed by the Minneapolis Chamber of Commerce. Minneapolis is the milling center of the country. Minneapolis is a center of political power, in the state, and the grain inspectors are the product of politics."

Senator McCumber mixed in here, and was asked by Senator Dolliver whether durum should be given the same grade as other wheat. "I believe it should be classed as macaroni wheat," replied McCumber, "but if it is mixed with other wheat in the manufacture of flour, and sold with other wheat and flour, it should have a grade which would give it an equal price of standard wheat."

T. R. Ballard of St. Louis was on the stand for a short time. He was asked by Senator Gore how it would be possible to distinguish between grain intended for local consumption and that intended for interstate commerce. Mr. Ballard thought it would have to be inspected out by federal inspectors.

Senator Dolliver, unable to get away from the maggot that is upsetting his judgment on this matter, trotted out his hobby and gave it as his opinion that there would not be nearly so much complaint if dealing in options and futures in grain were stopped. This brought practically all the visiting advocates of the bill to their feet, with the announcement that if the dealing in futures were stopped Congress would be mobbed by farmers demanding the repeal of such a law. "Dealing in futures is a good thing for farmers," they declared. "It keeps up prices, and enables farmers to get more for their wheat than if there were no such dealing." And there you are!

Another interesting witness was B. R. Beall of Kansas City, who "cut loose," called the [other] grain men swindlers and comported himself as most men do who have a grievance; and Mr. Beall's grievance is obvious, being a member of the National Board of Trade of Kansas City, Kan., the biggest grain bucket-shop on earth.

The last grain exchange to take action in regard to the inspection of grain was the New Orleans Board of Trade, which on March 12 adopted a resolution recommending the establishment of a system of national inspection for export and interstate grain. Speaking of the action, Chairman A. F. Leonhardt, of the grain committee of the Exchange, said:

"The action of the Board of Directors is in line with the movement of the Board of Trade last summer to bring about uniformity in the grain inspection rules and their enforcement at all ports. It now appears to be impossible to get every port to live up to the rules as written, unless there be some central power that will force every port to enforce the rules impartially. There is no good reason why there should be different inspections at Chicago, St. Louis, Minneapolis, Kansas City

and other grain centers, and at New Orleans, Mobile, Galveston and other ports."

THE NEW DIXON FACTORY.

The Joseph Dixon Crucible Co. of Jersey City, N. J., manufacturers of graphite specialties, are completing a new addition to their factory which will enable them to care for the rapidly increasing business. This work having been undertaken when so many firms were curtailing operations and retrenching wherever possible, speaks eloquently for the popularity of the Dixon products and the enterprise of the company.

The new factory is an addition to the color and lead works. This portion of the Dixon plant is devoted to the preparation of the leads for the famous Dixon Lead Pencil from the raw materials of clay and graphite to the finished lead ready for the cedar case. In the same building, the colored crayons are also manufactured. This is naturally an allied branch, though the colored crayons contain no graphite.

The amount of space necessary to devote to such a purpose is readily appreciated when one learns that the grinding of the graphite and clay which form the lead requires weeks, or even months—the longer the grinding the finer the finished product. In addition to the grinding



HOW THE DIXON COMPANY MEETS HARD TIMES.

there are, of course, other processes, such as the washing, the working of the lead while it is in a plastic form, the baking, drying, etc.

The illustration shows the addition in course of construction up to and including the third story. The finished building is five stories and the total amount of floor space provided by the new structure is 25,500 square feet.

MARYLAND STATE INSPECTION.

Representative J. P. Roe of Queen Anne County has introduced in the Maryland legislature a bill to create a state grain inspection department, which shall have full charge of the inspection and grading of all grain. The governor is authorized to appoint the chief grain inspector for a term of four years at a salary of \$2,400. There are to be five assistant inspectors at \$1,500 each, together with clerks, etc., costing \$16,000 annually in salaries alone. Fees are provided, and from these fees the expenses of the department are to be met.

The bill is believed to have been one of the results of the friction of last July and August, when, owing to a "tie-up" for repairs at Elevator C, Locust Point, which has the only leg for unloading southern boats with wheat, there were many losses on account of the regrading of wheat that had deteriorated in quality while waiting to be discharged into the elevator, for which country shippers blamed the Baltimore merchants and inspectors.

The attitude of the Baltimore market toward garlicky wheat is also a source of fault finding with the farmer and shipper who cannot, or will not, understand that garlicky wheat cannot now be sold as it was years ago. So the Baltimore exchange inspection department, after fighting for some years on the question of garlic and getting little satisfaction from those interested in growing and marketing the wheat, established a grade of No. 2 red winter, which should be free of gar-

lic, which was called Western, but which took in wheat from any section. This was done to benefit the Maryland farmer who might raise good wheat, and who could then get the benefit of the higher price, but the grade does not always accomplish its object, because the shipper fails to see that his good wheat, when put aboard the schooner, is kept separate from his neighbor's poor wheat, which when it reaches Baltimore is mixed together. While the poor wheat has been improved by the mixture, the good has been deteriorated, so the bulk is graded by the inspector on the average as one lot, and both shippers get the same price. That, of course, is not the fault of the inspector or the commission merchant, but the latter gets blamed, when it is the consignor who has contributed to the result by not properly attending to his business when loading his grain.

President England said the bill would very



W. C. METCALF.

seriously damage the Baltimore market, for various reasons, among which are the following: (1) It does not insist strong enough on competent men as grain inspectors; (2) the fees named are inequitable, being 50c per inspection, whether a carload or a shipload, and makes the railroad and other carriers responsible for the collection of the fees and otherwise interferes with the car service of the market; (3) requires an inspection certificate to be issued within 24 hours, a rule that cannot be complied with, owing to the large number of order bills out; (4) "The bill creates a board of arbitration of grain inspection, composed of five members, selected as follows: One business man not in any way engaged in the grain business, one shipper of grain from the Eastern Shore, one shipper of grain from the Western Shore, two members of the Chamber of Commerce. As there is no requirement regarding the qualifications of these appointees, the board is created without regard to the individual capacity of its members to pass judgment on the quality of grain. The appointment of a business man not engaged in the grain business to pass technical judgment upon grain is equivalent to the appointment of a man not versed in jurisprudence to sit upon the bench. It is not required that the two appointees of the Chamber of Commerce shall have knowledge of grain; they may be either bankers, lawyers, transportation men, insurance agents or those engaged in other lines of business, all of which are found within the membership of the Chamber of Commerce. This peculiarly constructed board shall establish grades for all kinds of grain, which grades shall be known as 'Maryland grades,' and

shall have power as it may think necessary to make changes in the grades. This board shall meet regularly on the first Tuesday of every month to hear and decide appeals. There is no provision in the bill for salaries or expenses of this board, neither is there any reference to the keeping or storage of the grain pending appeal, and it is presumed it is intended that the grain shall remain intact in the car or vessel, at the risk of the owner, until the board can consider the appeal at its next monthly meeting."

METCALF & CANNON.

Good business men are nowadays mixing politics with business. Politics is a part of business, for the reason that legislation, the manner in which the laws are executed, more especially the local laws, and the general policy of the executive administrations, influence largely the course of the business of individuals; and this fact is coming to be understood by more business men every day. Politics, however, has made so many strange bedfellows that of late few business men have cared to mix in to any great extent.

It is encouraging, then, to find that our grain men are getting busy and taking a hand in the direction of public affairs; and if the pace Iowa is setting is kept up, the national conventions are likely to see a larger proportion of men in them who have "oats in their pockets," as was once said of Uncle Joe Cannon, no less than three grain dealers that we know of having already been named as delegates to the Chicago and Denver conventions.

It is a curious coincidence, too, that one of the Chicago delegates is W. C. Metcalf, of Metcalf & Cannon of Paullina, and the Denver delegate C. C. Cannon, his business partner—two mighty good business men, as all Iowa shippers know, and two pretty good fellows, too, we must believe, since they have been able to remain the best of friends and business partners for so many years in spite of their differences on matters of politics.

Mr. Metcalf is a native of Iowa, having been born at Eldorado on May 22, 1872, of English parents. He was initiated into the grain trade at Marcus, Iowa, when only a little fellow, when his father was then in business as a member of the firm of Clarkson & Metcalf. The son drove the traditional blind-horse motor of the elevator, took the flaxseed tests as the seed was unloaded from the farmers' wagons and made himself "generally useful." After graduating from the Paullina High School and spending three years at the University of Minnesota, he took up the grain business at Paullina, representing his father's interest in the firm of Metcalf & Cannon, established in 1884, until he succeeded to that interest in 1900.

In the political arena, Mr. Metcalf has been especially conspicuous since his election to be chairman of the Republican County Central Committee in 1905; and his activity in that capacity was honored by the election at the late Des Moines convention as a delegate to the Chicago convention.

C. C. Cannon is a native of eastern Tennessee; and after graduating from the University of Tennessee in 1886, he went the same year direct to Paullina, where he became associated with his present partner's father and has been connected with the firm ever since. He says: "I'm a Bryan Democrat from 'away back.'"

In the meantime Metcalf & Cannon operate elevators at Paullina and Granville. At the latter point they are now erecting a concrete elevator of which they are rather proud.

The Omaha Railroad Co. will equip its freight cars with a patent grain door, patented by Ed Ario and Joe Pheeney, and made at Omaha. The new door permits throwing back the enclosed door without first unloading the car, as was required with the old-fashioned door.

"TAX ON FUTURES."

It was reported in Washington that on March 24, about a week or ten days after receiving the President's order to investigate the entire subject of Federal regulation of "gambling" in stock and grain, Herbert Knox Smith, Commissioner of Corporations, had filed his report, in which he said substantially that the only way in which the Government can exercise any control whatever over the operations of stock exchanges is through the taxing power conferred by the Constitution. As to bucket-shops, while the desirability of their suppression generally is recognized, the national Government cannot reach them directly, and the states themselves must take action to drive them out of business or regulate their operations.

Mr. Smith agrees substantially with Mr. Hepburn that the business of buying and selling futures can be killed by excessive taxation, as doubtless it might. So the Hepburn bill provides that a tax shall be levied upon every transaction,



C. C. CANNON.

such tax to be refunded when it shall be established to the satisfaction of the secretary of the treasury that the actual transfer of the securities took place.

Mr. Smith also, as a true Fides Achates, agrees with the President's suggestion that the German method fills the bill, as it subjects the stock and produce exchanges to careful governmental regulation and supervision.

The German law at one time prohibited all future trading in grain, coal, mill products, and stocks of all kinds; but it has since been changed so that the prohibition of grain futures has been modified. But for existing German law puts all the bourses under the supervision of the government and appoints state commissioners to act with the bourse governing boards. Each governing board has a committee known as a court of honor, which decides all disputes, subject to an appeal to the Chamber of Appeals, whose president is chosen by the Bundesrath.

All stocks and bonds before being admitted to the bourse must be examined by a government committee. A prospectus must be presented. For any falsity of statement the promoters or sponsors are criminally liable. Applications for admission are published. Stocks of new corporations are admitted only after a balance sheet has been published at the expiration of one year. Imperial and state loans are exempt from these provisions and admitted at once on their issue. For any false statement liability exists for five years. A false statement includes not only any error in fact but the omission of a material fact. The liability is not canceled even if the prospectus shows that it

was made by a third party. Anyone issuing it is liable for damages to every purchaser thereafter.

No transaction may take place on the bourse except in bonds or stocks that have been regularly admitted. And since all transactions are restricted to the bourse, the whole scope of German stock speculation is brought under governmental control.

Provision is made for a bourse registry, in which the brokers shall enroll and pay a small annual fee for the privilege. There is no purchase and sale of seats, and the privilege of trading on the bourse, which must be renewed annually, has no salable value.

Those who register are legalized stock dealers. Subject to the prohibition of gambling in the products of the soil and industrial and mining shares, they may do what they please, provided they do not infringe on the rules laid down by the state commission. Only registered brokers may speculate in stocks.

If anyone who has not registered speculates, the party with whom he speculates takes the risk of repudiation, because no stock speculations except between registered brokers are enforceable at law. The German policy was to prevent merchants, business men and others from speculating by requiring them to register as stock dealers or to make their transactions unenforceable. Thus a stock broker having a claim on account of a bourse transaction against anybody who had not registered can collect nothing by suit in court. No legal obligations arise and all secret agreement debts are void except in the case of registered parties. Neither may registered brokers buy and sell for themselves except they announce the fact.

Any private investor may buy stock of a registered broker, pay for it and take it away. But if the broker lets him deal on margin it is at the broker's risk.

All prices are fixed by the governing committee, through official "quotation brokers," who must not have any other business. It is the duty of these brokers to prevent price fluctuations by means of wash sales or balance sales or other devices to prevent a faithful statement of market values. The prices as fixed by the committee through the quotation brokers are official prices. Every quotation broker must keep a daily journal of all his transactions, which is to be inspected by the governing committee.

For any broker to give false advice is a crime. The stock ticker is prohibited. No prices are given out except such as the governing committee announce, and the publication of prices, quotations and sales is controlled by them.

THE FARMER'S THE BULL.

The farmer to-day is the real bull factor in our corn market, without a doubt. He is sitting in jurisdiction on the farm prices of corn. His decision to date is to sell only at record prices.

Eight weeks ago, 70-cent corn seemed more like a dream; but that dreams sometimes come true seems about to materialize in corn. The corn features that are now at hand are stubborn, bullish things; they cannot be discounted lightly at the mere nod of the head.

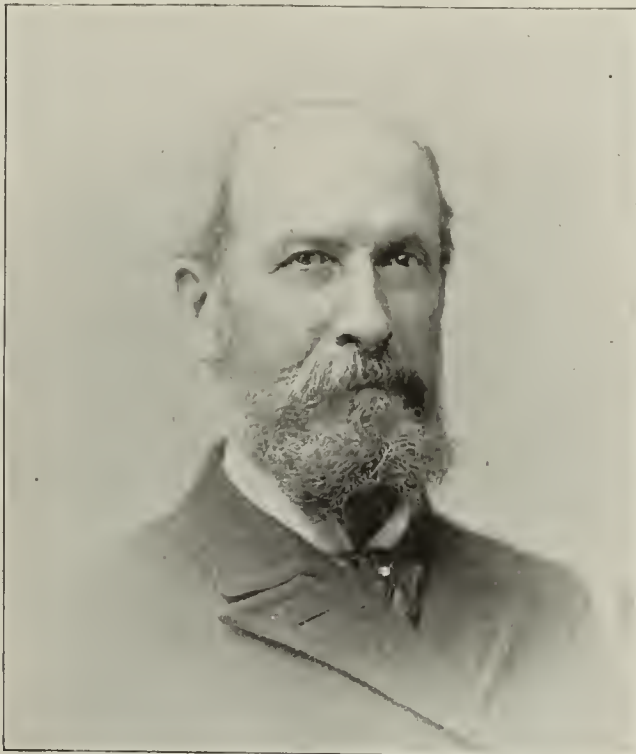
I understand that the farm reserves in the state of Illinois to-day amount to about 37 per cent, and I believe the same is true in Ohio and Indiana. The farmers are not going to sell any great amount of this corn that they have left on the farms until they see what the prospects are for getting their new crops planted. I am anxiously expecting that the supply from now on will be equal to the demand, for otherwise we are bound to have a runaway market at Chicago, which most generally loses the boys' money out in the country.

In closing, I want to give a word of caution in regard to selling, loading and shipping of shelled corn at the present writing. We are in the midst of the germinating season, which every shipper should remember, and if he must shell

any corn, he should see to it that the quality is good, and should run the same over his cleaners at least twice before loading it into the car. The point of shipment should also be kept in mind by him, in that it should be as short a haul as possible. At this writing, I am getting reports of hot corn each day, which is not very pleasant news.—Harry W. Kress, March 28.

B. W. WASSON.

B. W. Wasson, vice-president for the current term of the Cincinnati Chamber of Commerce, and who for about forty-five years has been an active member of that institution, is a native of central Kentucky, where he lived from his birth until 1863. From 1855 he was a farmer until the Civil War began, when, owing to the unsettled state of the country, he removed to town. In 1863 he went to Cincinnati, and knowing nothing of any line of special business or of commodities other than



B. W. WASSON,
Vice-President Cincinnati Chamber of Commerce.

the products of the farm, he engaged in the grain business. In 1866 or 1867 he began handling cotton as well as grain, continuing the two lines of specialties until 1883, when cotton was dropped and the firm, B. W. Wasson & Co., confined themselves to grain exclusively. Even this line, about 1890, was again reduced, the general trade being abandoned in order to make an exclusive specialty of wheat, their buying customers being the milling trade, largely confined to mills south of the Ohio River.

Mr. Wasson has been constructively, and almost literally, a daily attendant on 'Change in Cincinnati since taking his membership in the Chamber of Commerce in 1863, and is one of the most respected members of that body, his record of nearly half a century of active business reflecting honor upon both himself and the Chamber itself. He has been several times an officer of the Chamber, and is now serving his second term as vice-president.

The Wabash-Ohio River steamer Catherine, a corn boat, recently landed at Mount Vernon, Ind., the largest tow of corn ever taken into that city by boat. There were four large barges loaded with 45,000 bushels of the grain. The corn came out of the Wabash River country.

The Ohio Grain Dealers' Association ran an agricultural train over the lines of the Norfolk & Western Railway, closing with an evening meeting at Circleville on March 19, and the next morning started over the Cincinnati & Muskingum Valley from Lancaster. The same lecturers and representatives of the Association were on both trains.

AS THE MILLER SEES IT.*

The first part of the subject assigned to me, "Should the Ohio Grain Dealers Ship Wheat Away From Mills," will not admit of discussion and of course the unanimous answer by all millers would be "No!" That is, so long as they are not overloaded and could make use of it. The other part of the subject, "How to Prevent It," is the difficult proposition, and one for which I know of no specific remedy so long as some outside market will offer more than the mill can afford to pay.

The grain dealers, as well as those in other lines of trade (with the exception, perhaps, of some few millers), are in business for profit and not simply to play the role of philanthropist or for the glory of doing business; and will, therefore, sell their product in the markets that will net them the largest returns.

Thus, it would seem at first glance that the only solution to the problem is to pay them a price equivalent to the highest market in the country, and failing in our ability to do this, we cannot reasonably expect to get the wheat.

Of course there is another side to this problem, and that is to look at it from the point of view of cultivating closer and more friendly relations with the grain dealers. This is the only solution I know of and can advance whereby we can to a reasonably large extent prevent the wheat being shipped away from us. In order to get the best results, there should be the same spirit of co-operation between the grain dealer and the miller as now exists so largely among millers.

We know that human nature is so constituted that a miller cannot with very good grace tolerate a competitor in the purchase of wheat in his home or nearby market where he may be operating, and about the first thing he does is to enter into a resolve to drive him out of business by paying more than the market price for grain, and which results in a war of extermination, with the chances of extermination equally as great against the miller as the grain dealer. By this method of procedure we have all to lose and nothing to gain. If by chance we do succeed in putting our competitor out of business, there will always be another to step in and take his place; and in the end, after making large sacrifices, we will be compelled to come to terms of mutual understanding and agreement, which could and should have been done at the start.

Life is too short and time too precious to waste our energies antagonizing our competitors in a spirit of revenge, or of gratifying an unholy desire to rule or ruin. How much sweeter life would be, and how much more pleasant to do business, if all were to observe the Golden Rule, so frequently referred to by our brother secretary for our guidance. If our competitors in the grain business are approached in the proper spirit, there will be no difficulty in getting together on terms of mutual understanding and agreement. Where there is an exception, you need have no fear as to results, for such a man is unfit to do business and will sooner or later bring about his own ruin.

The miller will often argue that he can afford to pay more for wheat delivered to his mill door than it is possible for his grain dealer competitor to pay in his home or nearby markets and ship elsewhere, which may be true, but by so doing, his home deliveries will have cost him from two to five cents per bushel more than they could have otherwise been bought for, and then he will have received but a small portion, perhaps, of the wheat grown in his home vicinity, while properly he should have received practically all of it. On the other hand, if he had co-operated and made friends with the grain dealers in his immediate territory, he not only would have received the benefit of several cents per bushel on the cost of the wheat delivered to his mill, but in addition would have

*A paper read before the Ohio Millers' State Association by J. C. Miller of Canal Dover.

been able to purchase the wheat handled by the grain dealers for less money than it would cost him to ship in from more distant points on a higher freight rate.

Every miller should be able to buy wheat in his home market on a shipping basis, and on the same basis that the grain dealer must figure on in order to do business successfully and realize a fair margin of profit for his labor and investment. That is, he should buy wheat based on the highest terminal market, less a reasonable margin of profit, and cost of freight to that market.

All the wheat can be bought on this basis if the miller and grain dealer will co-operate as they should. If we will but meet him half way, treat him fairly, he will be an exceptional man who will not give his home or nearby mill the preference, even to the extent of selling them at a less price than he is offered for shipment to some distant point or terminal market; for he knows he will receive prompt returns, correct weight, fair grading, and, in the event of any difference arising as to quality or grade, he has the satisfaction of knowing that the wheat is nearby and that claims for discount can be more easily and satisfactorily adjusted when on the ground than when the wheat is in some foreign market some several hundred miles distant.

We believe this has been the experience with most of us, and from our own practical experience, know that we have at times bought wheat from our nearby dealers at a discount of as much as one cent per bushel less than they were offered for shipment elsewhere, for the reason that we had never antagonized them in the purchase of grain, were personally acquainted, knew our method of doing business and just what they could expect.

To bring about this result, we must join hands with them same as we are doing with each other, as our interests are mutual, and the miller can no more do without the grain dealer than the grain dealer can without the miller. He commands practically the same respect and exalted position in a community as does the miller, and is worthy of our confidence and fraternal co-operation. It would, therefore, seem to me, as before stated, that this policy of procedure is the most desirable to bring about the best results, and will, in a measure, at least, solve the problem how to prevent grain dealers from shipping wheat away from the mill.

We appreciate, of course, that there are two sides to this question, and some may take the position that the proper and most profitable way to proceed in order to control the wheat situation is for the mills to operate a line of elevators and buy from first hands, and in that way save the middleman's profit. While this plan may have some advantages in specific cases, depending on location and shipping facilities, as a rule, I believe that the disadvantages outweigh the benefits to be derived by pursuing such a policy. In our own case, we have tried both; and, as a result, have largely discontinued the operation of country elevators or commission points, and prefer to buy from the grain dealer and at market price as our requirements demand.

In the first place, one disadvantage is that at certain seasons of the year it requires a much larger amount of money to take care of the movement of the crop than would otherwise be necessary, if we purchased from dealers from time to time, as our flour sales demanded, and especially would it work a hardship during periods of such acute money stringency as we are now experiencing, when it is practically impossible to obtain accommodations from the banks, regardless of our responsibility or how gilt-edged the collateral may be that we have to offer.

Another thing to be taken into consideration in this connection is the fact that the condition of the farmer, and especially the Ohio farmer, is different from what it was some twenty or more years ago,

and he is not compelled to market his crop immediately after harvest, when prices, as a rule, are the lowest; but, on the other hand, is in position to hold his crop for more favorable market conditions; and, as a result, a miller operating country elevators stands an equal chance of being loaded up with wheat at high prices and when it is least desired.

Furthermore it is reasonable to suppose, and in which I believe all will agree, that an individual can operate an elevator for his own account more profitably than can be done by the mill owner who is not on the ground. When operated individually, he will carry a stock of various kinds of merchandise which properly belongs to the business and which can be done without increasing cost of operating expenses and is thereby insured a revenue independent of his profits from the grain business. This the miller would possibly not care to do; and were he to engage in the other lines as well as control the purchase of all grain within a certain territory, the cry would at once be raised by the farmer that he had a monopoly on their products both in buying and selling regardless as to whether or not they were receiving the highest market price for their grain and purchasing their supplies on the same basis as they would have to pay any other dealer.

Again it frequently happens that mills when operating on this plan will secure or establish an elevator at some point where there is a mill of sufficient capacity to grind all the wheat delivered to that market, and as a result creates a feeling of resentment and bitterness between brother millers which is next to impossible to rectify so long as these conditions exist. We can tolerate a competitive grain dealer with much better grace than a miller who invades our own home market; for, in the former case, we have an equal or better chance with others to secure this wheat at a fair price, whereas, in the latter case, there is no possible way to derive any benefit from the wheat grown in your immediate territory and which properly should come to the home mill either directly or through the grain dealer.

This is a case where the miller should apply the Golden Rule and help further the efforts of our Association; and by so doing, we believe the peace of mind and the satisfaction that would result would be much more enjoyed than the few paltry dollars one could hope to gain. Not only that, but the miller who invades the home wheat market of his brother miller cannot reasonably expect to profit by it; for none has a sufficiently large advantage over another in the manufacture of flour that he can afford to pay the additional expense of buying and freight charges and make a fair margin of profit.

There is another phase to this subject and while not embodied might be pertinently considered in this connection, and that is the movement of wheat from our territory during periods when the grain markets are on a speculative basis. Our experience as millers is that prices of our products do not respond to every change in the speculative markets, and it frequently happens that the response is so slow and stubborn that mills hesitate to pay the extreme market price for the grain when they are unable to place their product on an equal basis. While this is a subject upon which I have given but little thought so far as a remedy is concerned, and therefore do not feel competent to express a positive opinion, it has seemed to me that the option or speculative markets, outside, perhaps, of the elevator and milling interests located directly in those markets, was a detriment rather than a benefit to the millers as a whole, and I believe a more stable range of values would be preferable and would also result in less wheat being shipped away from the mills.

Mitchell, S. D., will hold its annual grain show ("Corn Palace") on October 28 to November 3.

CASWELL E. ROSE.

Caswell E. Rose, a native of Giles County, Tennessee, received a limited education in the common schools of that county at a time when the turbulence of the Reconstruction period of Southern history had greatly impaired their effectiveness. Later he received part of a two years' course at Giles College, Pulaski, Tennessee. In the autumn of 1880, with his parents and five sisters, he moved to Nashville, Tenn., and has been a constant resident of that city since.

Soon after going to Nashville he found employment with L. H. Lanier & Son, wholesale grocers on Market Street, the most important trade center of the city at that time. He remained with said firm until August, 1881, at which time he was tendered and accepted a clerkship in the firm of Smith & Rose, dealers in grain, hay and salt. This was the beginning of his connection with the grain business of Nashville, which has continued uninterruptedly since that date.

From a clerkship in the above firm, he gradually increased his responsibilities up to the acquirement of a partnership which was terminated



CASWELL E. ROSE.

with his withdrawal from the firm on July 1, 1897.

After a short rest he found it necessary to build a warehouse in which to establish a business for himself, since no available space could be found in the city at that time possessing such conveniences as were absolutely necessary for success in the grain trade. In this new house, in January, 1898, was begun the business in grain and hay, under the firm name of Caswell E. Rose, which has developed into the present large proportions and is conducted by him at the same place. The intervening years have developed many business friendships that have ripened and deepened with the years and which bid fair to continue the substantial and satisfactory intercourse with shippers and sellers of the West and hold out rich promises for the future. Having established a character for rigid, conscientious honesty and careful, painstaking loyalty to the interest of all patrons and friends, the future looks hopeful for large results in the continuance of the present business.

Mr. Rose is at present the first vice-president of the Nashville Grain Exchange, and was last year a member of the committee on confirmation blank of the Grain Dealers' National Association, to which committee he has been reappointed for the present year.

Albany legislators are being enlightened. They may pass an anti-bucket-shop bill. We hope they do, make it strong and cover the New York Stock and Consolidated Exchanges so they cannot allow bucket-shops to get their quotations. In talking about the grain business, Mr. Rubins invited them

to investigate, "scrutinize our methods before you enact laws, because the bills, as introduced, show no real knowledge of the way business is conducted on the exchanges." We repeat, Ignorance is the curse of the grain trade.—King & Co.

OATS IN IOWA.

The Iowa State College has issued and there has been circulated a bulletin on oats and their performances in that state in 1906 and 1907, the purpose of which is to call Iowa farmers' attention to the necessity of better methods of oat culture. The yield of the state in 1907 averaged only 24.5 bushels, while the average for the five years 1903-1907, inclusive, was only 29.5 bushels, which is manifestly too low, considering that the price averaged during the same five years 29.4c per bushel.

The season of 1907 was most unfavorable, and the scarcity of suitable seed oats "is very forcibly brought to the attention," says the Bulletin, "when we consider that there is not enough of the 1907 crop of standard weight (32 lbs. per bu.) to sow the fields that will go into oats this spring. The oats are extremely light, being from 30 to 50 per cent hull, and average from 16 to 25 pounds per bushel. There are comparatively few exceptions where they weigh more than the maximum given." The following table shows the percentage of hull in oats grown in favorable and unfavorable seasons:

Variety—	Favorable 1906.		Unfavorable 1907	
	Wt. per Bushel.	Per Cent Hull.	Wt. per Bushel.	Per Cent Hull.
Kherson	36	28	24½	34
Joanette	35	28	22½	35
Green Russian..	32½	28	24	39
Early Champion.	35	28	23½	40
White Russian..	36	31	18	39
Irish Victor	33	32	19	41
National	38½	27	20	45
Myrick	31	35	19	39
Wisconsin No. 4.	36	25	20½	49
Early Gotham ..	33	32	17	43
Silvermine	34	31	20½	45
Minnesota No. 6.	35	28	16	50
Siberian	32	36	20	43
Dun	31	36	19	45
Tartar King	36	35	19½	49

With this showing by varieties, it is not surprising that the yield in 1907 declined from 142,036,530 bushels in 1906 to but 111,190,400 bushels. But the decline was at least consistent. "It influenced to a marked degree all varieties of oats," but those which have proven the best in yield during a period of years with favorable conditions, though affected by the unfavorable conditions of the past season, have stood the test, proving to be varieties of high yielding value.

"The oat crop is one of those most neglected. The matter of special varieties, preparing the seed, treatment for smut and proper preparation of the seed bed is generally overlooked. This kind of management has resulted in a low income per acre until it has become common to hear the expression that 'Oats are not a paying crop, but are necessary for a rotation.'"

The Bulletin then proceeds to recommend certain varieties which have been grown at the Iowa Experiment Station under identical conditions, so far as that was possible. The original test was of 13 varieties begun in 1898, increased subsequently to 36 and then reduced finally to six, which were grown for the last five years, and "of these six only one, Silvermine," says the Bulletin, "can be said to have held a place as a leading oat of the state . . . Of the six original varieties still grown at the station, the Silvermine now has a place at the top of the list in the average of the last three years' yields. The second place has been taken by the Kherson, a Turkestan (60-day) oat, first raised at Ames in 1903. In the average for four years and for five years the Kherson has outranked the Silvermine in yield. The two may be considered of equal value from the standpoint of yield. Silvermine ripens in from 95 to 100 days; the Kherson in from 90 to 95 days."

The average yields for the five years 1903-1907 of these two varieties at the station were as follows:

Kherson, yield, 54.9 bus.; weight, 30.75 lbs.
Silvermine, yield, 47.1 bus.; weight, 28.50 lbs.
while the average yield of oats throughout the state for the same year was but 29.5 bushels.

The Bulletin concludes with direction for selecting and treating seed for smut, sowing, etc., and concludes by saying:

"Iowa raises on an average of 29.5 bushels of oats per acre. The highest yield in five years has been 34 bushels. The result of the work at this station shows that the yield of oats in Iowa can be substantially increased. By the use of better varieties, a better quality of seed, treatment for smut, better preparation of the seed bed and drilling, this average should be raised to more than 40 bushels per acre. Oats would not then be merely 'A crop necessary for rotation.'"

A YOUNG MAYOR.

It is a wholesome sign to see young men of the right sort going into practical politics. Politics is a part of the business of the country—not that politics should be any man's business, since that



C. A. POWERS.

means dirty politics, as a rule, but because politics have so much influence on the daily affairs of men, the latter should make good politics a part of their business as they do the study of its economies.

E. A. Powers, secretary and treasurer of The Powers Elevator Company, Genoa, Ohio, was auditor of Ottawa County for six years, and now that he is out of office he has apparently done the by no means common thing in this country, that of transmitting the family skill in politics to his son, C. A. Powers, who was very recently elected mayor of Genoa, being, so far as known, the youngest man acting as mayor of an American municipality. He is but twenty-two years of age.

Mr. Powers' opponent was C. M. Siglar, a Republican (a candidate to succeed himself), who was defeated by Mr. Powers, Democrat, by a vote of 77 to 132 in a municipality Republican by an average majority of about 40. Mr. Powers was further distinguished by being the only Democrat on the ticket to be elected at this time, although the town clerk, previously elected, is a Democrat of only twenty-three years of age.

The Central Kentucky Grain Dealers' Association has been elected an affiliated member of the National Association. A. B. Bleidt, with C. S. Brent, Lexington, Ky., is secretary of the new Association.

A bill is now before the Dominion House of Commons, introduced by Dr. Wilbert McIntyre, M. P., for Strathcona, which amends the grain inspection act by providing for permanent grades for feed oats.

IN DEFENSE OF DURUM.

A meeting of farmers and others, called by the North Dakota Bankers' Association, was held at Grand Forks, N. D., in March, to consider the status of durum wheat and the problem how to narrow the wide margin between the price of durum and of the hard spring wheats, which has ranged from 9 to 27 cents per bushel.

Senator Cashel of Grafton, N. D., said there was, for some reason, an unjust discrimination against durum wheat which should receive due attention from this organization. Prof. Ladd, North Dakota's Pure Food Commissioner, said, in substance, that durum wheat can be milled with the same machinery and at the same cost per bushel of wheat milled as other varieties, but requires a different "tempering," which is a matter of the education of the miller; and that durum makes more flour, all grades included, than fife or bluestem, but somewhat less "patent" flour. The flour, though making a darker flour, has equal nutritive value as flour from other wheats. Prof. Ladd, therefore, concluded that durum wheat should be worth not to exceed 2 to 3 cents under fife or bluestem of the same grade.

J. A. Dunn, a miller of Park River, believed the bleaching of flour should be forbidden, because durum flour is bleached and blended with other wheat flours and sold under North Dakota durum flour not bleached.

Resolutions were adopted that an unjust discrimination is made in the price of durum wheat in the state; that the food value of the wheat is equal to the best grades of hard spring; that the discrimination against the chief product of the state is due to the efforts of the millers and grain men outside of the state to prevent the local grain producers from receiving full justice in the open market, as compared with inferior grades; and—

That the continued efforts of the Agricultural Department of the Government to compel the proper labeling of flour to show not only the percentage of durum wheat used, but the state in which the wheat used was grown, he urged.

That we heartily endorse the action of Prof. Ladd, our state Pure Food Commissioner, along these lines as being not only in the best interests of the consumer, but of the milling industry of the state, for the reason that flour produced from North Dakota wheat is superior in strength, bread-producing qualities and food value to that of flour from wheat grown in any other part of the country.

That the proper labeling of North Dakota flour will establish for it, in the markets of the world, a reputation superior to that of flour produced in any other state in the Union.

A permanent organization was formed, with J. L. Cashel, Grafton, as president, T. R. Atkinson, Bismarck, secretary, and these, with M. O. Hall, of Mohall; O. P. N. Anderson of Starkweather; F. A. Wilson of Palermo; R. S. Adams of Lishon and J. W. Bull of Bismarck, executive committee.

On April 21 another meeting will be held at Devil's Lake, N. D., for the purpose of investigating the causes for the discrepancy between durum and other wheats raised in North Dakota, to which all commercial clubs, cities and rural districts are invited to send representatives.

There is said to be a large demand for corn sacks in South Africa since the arrangement with the railroads for the exportation of South African corn went into effect. It is stated that in the Orange River Colony alone more than 200,000 bags of last season's grain have already been shipped and it is expected that 500,000 more will be required for the present season.

Cables reported a few small failures in United Kingdom and Germany. Foreigners have been disappointed. They were great hulls last fall. They feared a famine and bought freely. If Argentine crop had been ruined they might have won out. It turned out a record-breaker, and the overloaded bulls have been hurt and some have fallen by the wayside.—King & Co.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

IMPORTANT TO OHIO AND INDIANA DEALERS.

Editor American Elevator and Grain Trade:—We wish to call your attention to the fact that there will be a meeting held at Piqua on Friday, May 1, by the Ohio and Indiana grain shippers to discuss the grain rates as they now exist from different points. There are certain places that have an advantage in rates (one, in particular), which is causing the shippers in these two states to realize less for their grain.

I have received over a hundred different responses from shippers in Ohio and Indiana, stating they would try to attend this meeting, after reading my White Letter of April 4.

We have splendid railroad facilities at Piqua—east, west, north and south; in addition, we have three traction lines. We also have a very large hotel, which will accommodate everyone who can attend; and I have made arrangements to hold our meeting at the Piqua Club, which has just been completed at a cost of over \$50,000.

Country shippers are invited to attend this meeting and there will be some very able speakers to give us a talk along the lines in question.

Very truly yours,
Piqua, Ohio. HARRY W. KRESS.

TRADE NEWS AND GOSSIP IN OHIO.

Editor American Elevator and Grain Trade:—There has been some inquiry recently for shipments of wheat by water, but the price has been so far out of line that it has been impossible to do business. Wheat has been moving more freely from first hands throughout this section for the past two weeks, but only a small part of it has reached this market. Nearly everything in sight has been taken by the small scattered mills, which are laying in some store for future use. A few cars have been shipped from here to the Southeast for the use of mills, but the amount has been very limited. There is little change in the available supply, the local mills and elevators reporting in the neighborhood of half a million bushels.

Growing wheat has been making excellent progress and the prospect is one of the best for years, although wheat is not generally as far forward as usual. Reports from all over Ohio and southern Michigan show a highly satisfactory condition. The Michigan crop has almost wholly recovered from the setback which it received early in the winter.

Receipts of corn have been very satisfactory here recently, but the bulk of it is coming from the West. Very little Ohio corn is to be found, as the most of it is being fed on the farms. Corn is grading well at present, the quality showing considerable improvement. A peculiar feature is the fact that although the crop generally did not come anywhere near the standard of excellence of many years, reports from the inspector's office show that not a single car of hot corn has been found during the season. This is the first time such a thing has occurred here, and is accounted for by the fact that only the cream of the crop was thrown upon the market, all of the soft corn being fed at home. It was feared that there would be much trouble in securing good seed corn, but recent tests show that it will be plenty, as all of the early picking makes good on being tested. There will be a large increase in the acreage of 90-day corn in this section, and a corresponding decrease in the acreage of the larger varieties which have not given complete satisfaction for the reason that they have failed to properly mature before the coming of frost.

Clover seed has been the central point of interest here for some time. While seed has not reached the \$15 mark, as was predicted, it has soared up to the highest point that has been reached since just after the close of the Civil War, and cash clover commands about \$13.50 per bushel. The supply here is practically exhausted and the season is not yet at a close, so that it is difficult to tell just where it may finally land.

The hay market is enjoying a fairly active trade, with timothy quoted at \$11 in large and medium bales. The decline in hay, it is thought, may affect in some degree the demand for millfeed.

The directors of the Toledo Produce Exchange have issued an edict forbidding any but strictly decorous conduct on the floor. There has been some annoyance from this source, and in future stiff fines will be administered for violators of the new conduct regulations.

Frederick Mayer has returned from a delightful trip to French Lick, Ind., where he spent two weeks recuperating. Frederick Paddock has returned from the Everglades of Florida and is again actively engaged on the floor.

As a result of falling from a Hocking Valley train at Fostoria on April 7, C. W. Barnes, president and treasurer of the Barnes Grain and Commis-



FEED MILL AND ELEVATOR OF ELMER EBY, LITITZ, PA.

sion Co., of Toledo, lost his left arm, and is now in a serious condition at the Hotel Sherwood, in Fostoria. He left the train for a few moments when it stopped at that place, and when he attempted to board it again the vestibule door was closed. In some manner he fell and was dragged almost a block. With his crushed arm hanging helpless he walked back to the depot and summoned medical help. He will be brought to Toledo as soon as he is able to be moved.

Chief Inspector E. H. Culver has returned from a trip to various eastern markets. While at Washington he had the distinction of appearing before the committee considering the Federal inspection bill, in opposition to that measure.

John Nicholson, of the firm of Gardner & Pad-dleton, Chicago grain dealers, was a recent visitor at the Produce Exchange.

Announcement was recently made of the wedding of Thomas C. Linger, manager of the Ohio Hay & Grain Company at Findlay, O., and Miss Alice Peters. The ceremony was performed August 11, 1907, at Windsor, Ont., and has been kept an inviolate secret by the parties concerned. Miss Peters recently won a \$2,000 automobile from a Detroit magazine for securing the greatest number of subscribers. She was a stenographer in the office over which Linger presided.

The plant of the American Stock Feed Company at Fremont, Ohio, was recently destroyed by flames, entailing a loss estimated at \$15,000. The insurance is said to equal the loss. The fire is supposed to have originated from chemicals used in the preparation of the food.

Toledo, O. H. L. SPOHN.

A LANCASTER COUNTY CONCERN.

Lancaster is one of the great granary counties of Pennsylvania—rich in farms, richer in farmers to whom production is even more an end in itself than in many other communities where thrift is a passion. In Lancaster, too, the farmer is more of a feeder than a seller of grain; so that, as one might naturally expect, the establishment of Elmer Eby at Lititz, called the Lititz Grain Elevator, is rather more a feed mill and supply house than an elevator in the Western sense.

The main building is 84 by 34 feet in size and two stories high, with an extra floor, or attic, in the brick section, which is used for storing corn in the ear for custom grinding. The storage capacity is 150 tons of feed (90 tons in bulk and 60 in sacks), and 5,000 bushels of grain. Back of the main building is a warehouse 28 feet square for the storage of hay and straw, the capacity of which is from 20 to 25 tons.

The machinery equipment is a 25-horsepower steam engine, with 30-horsepower boiler, a Monarch Attrition Mill and a receiving separator. The scale, located at the farther end of

the main building, is an 80-ton track scale, under cover.

The location of the establishment is excellent, being on a siding of the P. & R. R. and right in the center of Lititz, at the crossing of the P. & R. R. and Cedar Street.

Mr. Eby handles flour as well as feed, hay and grain, and does custom grinding, but makes no flour. His office, besides being centrally located, is supplied with the service of both the Long Distance and Independent telephones.

MARTINIQUE CORN IMPORTS.

In forwarding the following report by Vice-Consul J. D. Schnegg on the falling off in imports of American corn in Martinique, Consul Chester W. Martin, of Fort-de-France, says that the high price prevailing in the United States is responsible. The colony imported, in 1906, 11,036 bags, valued by the customs at \$16,383. Mr. Schnegg says:

"For years yellow corn was imported exclusively from the United States, but lately South American corn, said to be from the River Plata, has been imported into Martinique via France and has caused quite a decline in the imports of American corn. Although the corn coming from France is round and smaller, it sells readily on account of its lower price. The imports of corn from the United States for the three months ended September 30, 1907, amounted to 3,706 bags of 112 pounds each, and for the last quarter of 1907 to 1,900 bags, while they dwindled in the month of January, 1908, to 55 bags. The imports from France averaged 500 bags per month for

the four months ending with January. River Plata corn from France is selling at 11 francs (\$2.12) per bag, less 2 per cent discount, while American corn costs 12.47 francs (\$2.41), not including interests on New York invoice, profits, etc."

[From "The Bankazine,"]

MAKING IT SAFE TO INVEST IN BILLS OF LADING.

At the hearing in Washington, D. C., October 15, before the Interstate Commerce Commission, in the bill of lading matter, a remarkably strong argument was made in favor of a separate and distinct form of "order" bill of lading, as distinguished from the straight bill, which latter does not figure in the advances which merchants and bankers customarily make on bills of lading. The hearing was based on the form of a bill of lading which is favored by the railways but which does not include the protective features on which merchants as well as bankers are insistent. It should be understood that merchants throughout the country have formed the practice of making advances on shipper's drafts and relying on the accompanying bills of lading for their security pending the receipt of the goods. It is the mercantile interest as well as the banking interest that calls for a uniform law and improvement in the security of an instrument which now serves as the basis upon which our crops of cotton and grain and many other products are financed and chiefly by merchants, commission men and brokers.

Bills of lading are now issued in many cases with as little care as memoranda of the most temporary and unimportant character, as was shown by Samuel Williston, Esq., counsel for the Bill of Lading Committee of the American Bankers' Association at the hearing. Bills are frequently written in pencil and the same printed form is used for all bills, whether order bills or straight bills. No precaution whatever against possible alterations is taken, although these order bills are negotiated in the same way that mercantile paper is; that is, enormous sums of money are paid on the mere sight of the bill of lading, the payer relying upon the face of the document in making the payment. Certainly here there is room for reform and in fact the importance of the bill of lading, as an instrument of commerce, is in striking contrast with the backwardness of the character of the instrument itself.

In this country, Mr. Williston pointed out, a convenient distinction has been made between order bills and straight bills. This differentiation enables the carrier to know what bills are subject to negotiation and what bills are not. The custom is of primary value to the railroad, for otherwise it could not safely deliver any goods without the surrender of the bill of lading, in view of the old and well recognized custom of merchants. The mercantile world fully recognizes the propriety of the carrier using a special form of bill as a means of protecting itself from liability to a possible purchaser in regard to straight shipments, but it demands that this difference, which is for the advantage of the railroads, should be clear and distinct. It asserts that when a railroad issues a bill of lading to the order of any person it thereby assumes a duty to any subsequent lawful holder of the document. The very word "order" implies this. The obligation in its terms is not to a specific person, but to the order of that person; that is, to any indorsee. Whether burdensome to the carrier or not, this course of business, on the faith of which hundreds of millions of dollars are advanced annually, requires care in all its details. Care is undoubtedly necessary in requiring the surrender of the bill, for the courts have held that if the carrier delivers the goods without such surrender, it is liable to the holder of the bill, even though the delivery was to the person entitled at the time of delivery to receive the goods. Equal care is necessary in regard to the issue of the document and the car-

rier owes this duty and care to the possible future purchaser of the document as fully as it owes the duty of taking up the bill when the goods are delivered.

The suggested improvements in the bill of lading may be summarized as follows:

(1) Separate form and different paper for an order bill and a straight bill.

(2) A requirement that the vital words "order of" shall be printed in order bills.

(3) The requirement that "not negotiable" shall be plainly printed on straight bills, and the converse requirement that it shall not be printed on order bills.

(4) The requirement that duplicate or triplicate bills of lading shall be plainly marked "duplicate" or "triplicate."

(5) A standard form of bill imposed upon the railways by the commission with "standard form" or words of similar effect printed thereon.

Mr. Williston went on to elucidate these suggestions as follows:

"The simplest device for making it apparent at a glance whether a bill of lading is an order bill or a straight bill is by using paper of a different color for the two kinds of bills. The device is as simple as it is effective. It guards the railroads against the mistakes of their employes by making it plain to an employe of the lowest intelligence which document should be used, and also guards the merchants and others who advance money on faith of bills of lading.

"One of the easiest ways in which one who advances money on a bill of lading may be defrauded is by adding the words 'or order' to a straight bill. As bills of lading are often issued in pencil and as no care is ever taken to fill up all the blank spaces of the document so that alteration can be guarded against, it is very easy to change a straight bill into an order bill. It may seem at first sight that this is a simple matter of no great importance, because even straight bills should represent a shipment of the goods described in them. But straight bills are not ordinarily taken up by the railroads, and both by custom and by the express terms of the bills of lading in use, the railroad is not liable for not taking up such bills. That it would be unreasonable to require the railroads to do so is admitted; but the practice leaves in the hands of shippers and consignees these straight bills of lading after the goods have been delivered, and if, as under the present practice, such straight bills can readily be altered into order bills, a constant possibility of easy fraud exists; for if such an altered bill is presented to a merchant or bank, there is no reason to suppose that the goods have been delivered. The very fact that the bill is outstanding is a clear indication that the goods have not been delivered, since the railroads require the surrender of order bills when goods are surrendered. Nor is the date of the document a protection, for the date can be altered as readily as the rest of the document.

"If the words 'order of' were required to be printed on the bill, this sort of fraud would be made almost impossible, for when such a bill was presented, the purchaser would know that if it were originally a genuine bill, the railroad must still remain liable upon it, since if the goods had been delivered the railroad would have required the surrender of the bill, and if through its negligence the goods had been delivered without this requirement, the railroad would be liable by estoppel.

"The almost uniform practice of the railroads is to issue, not only straight bills of lading, but also order bills of lading on forms which provide in terms that the bill is not negotiable. This practice, so far as order bills are concerned, is highly objectionable and should be forbidden. The purpose of the railroads in doing this, as explained by their attorneys, is to avoid any possibility of incurring the penal liability created by certain local statutes which make it an offense for a carrier to deliver goods without taking up the bill of

lading unless the bill states in terms that it is not negotiable. It seems that this is the only certain benefit the words in question confer upon the carrier. For if the bill of lading is an order bill the carrier is liable to the holder if he delivers the goods without surrender of the bill. But the effect of the words as between those who deal in such documents is not wholly clear. They certainly add another peril to those surrounding one who buys or advances money on bills of lading.

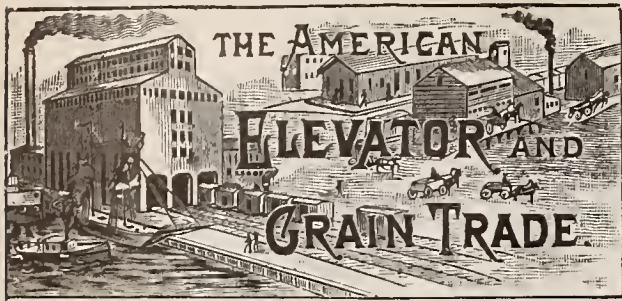
"In truth, the words 'not negotiable' are a direct contradiction of the 'order' clause, and for this reason should not be allowed on order bills. 'Negotiable' properly means assignable free from equities. Contracts in general are not so transferable. The assignee of a chose in action stands in the shoes of his assignor, but tangible property is so transferable. Title to a horse passes to a bona fide purchaser free from equities as fully as title to a promissory note. Bills of lading have for centuries been regarded not only among merchants, but by the courts, as representing symbolically the property for which they were issued, and as being the subject of transfer according to the laws of property, not of chosen action. They do not indeed possess the extraordinary qualities of bills of exchange and promissory notes by which a holder without title can transfer a good title; and for this reason they are called by the courts quasi negotiable rather than negotiable. The essential quality of being transferable free from equities by the owner of the legal title, they do possess, however, and this quality should not be put in jeopardy by the use of the words 'not negotiable' on such bills.

"While it is inadmissible on principle to permit the words 'not negotiable' to be printed on an order bill, it is very desirable that they should be printed plainly on straight bills. A straight bill, purchase of which gives the holder no protection, since the carrier may, and in fact does, deliver the goods without requiring the surrender of the document, should bear upon its face most unmistakably indication that it is not a safe thing to buy.

"In foreign commerce it has for centuries been usual to issue bills of lading in parts or sets. Each part of a set is an original, and when the goods are delivered, on production of one part, all the other parts thereby become accomplished and void by the terms of the document. This practice is objectionable and has given rise to not able frauds, since the separate parts may be separately negotiated; each buyer of a part thinks he thereby obtains the property, whereas, the first purchaser alone becomes owner. This practice is not usual with railroads, but it is common to issue duplicate and triplicate bills. These, it seems, are legally copies of the original; not themselves originals. To avoid the possibility of frauds which may be committed by the use of a bill of lading in sets, it is important that duplicate and triplicate bills should on their face bear the plainest indication of their character. This should involve certainly printing or stamping upon them the words 'duplicate' or 'triplicate' in large letters, and the use of a different colored paper for originals and copies would also be of value.

"It can hardly be expected that a shipper of goods or a purchaser of a bill of lading will read through a bill every time that he takes one; his previous experience has taught him what is on bills of lading in the main, and he relies on this previous information. If a standard form of bill be adopted, and if the words suggested are printed at the top of the bill, he may safely rely on these words alone. Those who do business with bills of lading will soon learn the features of these standard forms and be enabled to tell at a glance whether they are getting the form to which they are entitled and to which they are familiar."

Peoria grain men were seriously inconvenienced by the recent high water in Illinois River, which prevented their unloading grain boats into the river elevators.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., APRIL 15, 1908.

Official Paper of the Illinois Grain Dealers' Association.

DUTY ON CANADIAN WHEAT.

The Millers' National Federation's delegate convention at Chicago on April 10 resolved to petition Congress for the abolition of the duty on Canadian wheat. The request will not be a popular one with the farmers of the Northwest, who, having two years ago received some imaginary benefit from the tariff, now deem it as essential to their prosperity as the wool grower does the duty on wool or the sugar beet farmer the duty on sugar. Of all these, the latter is perhaps the only real beneficiary of the duty, since without it the beet industry would probably die as unprofitable.

But the grain farmers, we are inclined to think now, as we did two years ago, when this tariff was discussed, would be benefited by its removal, for the reason that the Canadian grower would reap the benefits of our American machinery for handling, storing and marketing his crop, and these facilities would put the grain into the consuming market with more deliberation and much more scientifically, thereby benefiting the American farmer who suffers when the Canadian is dumping.

The Canadian now behaves just as the Argentine farmer does—markets his wheat just as soon and as rapidly after harvest as he can get it to tidewater; and as a consequence he invariably smashes the world's prices and upsets the market from the time he thrashes until his supply is exhausted. Then prices recover until the Argentine begins to unload, when they go to pot again.

If Canada's wheat could be handled by the American elevators in the Northwest or milled in the Northwest, the wheat of the entire American continent would go to market in

a more even stream, and the average price would doubtless be better than the grain now brings.

For all that, however, it will take Eli hustling to get the duty removed.

MORE IMPROVED METHODS.

The Illinois Railroad and Warehouse Commission, on the recommendation of Chief Inspector Cowen, with the cordial approval of the grain committee of the Chicago Board, will probably put into operation a new system by which the inspectors will send samples of the grain in each car inspected direct to the downtown office of the inspection department. These samples will be those which they use for making their own inspections and with which that inspection will be supervised at the general office, where also the receivers will obtain their selling samples instead of getting them from the "official samplers," or receivers' agents. The proposed change was the subject of a hearing by the Commission on April 9, at which the proposition was heartily endorsed by many members of the Board.

It is believed the change will result in a much more uniform grading, as it will insure a more speedy supervision; it will greatly facilitate reinspections; it will supply the receivers with more satisfactory samples and more quickly, because they will be the inspectors' samples and not different ones; and, it is believed, will be instrumental in moving grain at least twenty-four hours more quickly than under the present system. While the change will cost the department more than it now does to inspect a car of grain, the charges for the service will probably be adjusted between the shipper and the receiver in such manner that the inspection will cost the shipper no more than it now does, although it will be greatly to his immediate benefit.

The Commission will be absent on an inspecting tour until about April 27, when a formal order will probably be made to put the change in effect. Meantime, it may be permissible to say that both the Chief Inspector and the Commission seem now to be more nearly a unit in their desire to improve the efficiency of the inspection department of the state than at any time within convenient recollection.

AN ANACHRONISM.

There is always the danger, in catering to prejudices, of overdoing it. Mr. H. S. Greeley, who seems now to be training with the new farmer crowd and lost his head over it, made this kind of a *faux pas* at Washington, before Senator Hansbrough's committee on agriculture. The fight against the public elevator men in Chicago, in which Mr. Greeley took an active part several years ago, has long since been settled, both in law and equity, as will be seen by consulting the Revised Statutes and the written stipulation between the elevator men and the Board of Trade. For the life of us, then, one cannot see what good can be done the farmer, the country dealer or the terminal

markets by reopening the case at Washington, by the resurrection of an argument that was accepted as sound ten years ago, but which is now absolutely without point or pertinency. Just why the chronic knocker or the professional agitator should consider it necessary to his success in politics or business to "tear a passion in tatters" and befuddle the farmer with (let us call them) half-truths, it is difficult to understand; especially when the farmer's education along legitimate lines, as a grain grower and original grain seller, would far better serve the purposes of the farmers' agents and the trade generally.

VELVET CHAFF NO GOOD.

The Railroad and Warehouse Commission of Illinois, very properly and with commendable promptness, has made a new grade of wheat to include the new variety known as "Velvet Shaff," a new spring wheat of uncommonly poor quality at its best, that a good many farmers in the Northwest insist on growing because it appears to be a rather prolific yielder. Being very deficient in gluten, this wheat is worthless to millers; but as it has qualities peculiarly favorable for the sophistication of the hard spring wheats, it is rapidly becoming a serious nuisance. When mixed in almost any proportion under fifty per cent with blue stem or fife, it is exceedingly difficult to detect, while a small injection of it into low-grade blue stem will raise the grade by appearance and weight, yet at the same time add nothing to the milling value of the lot.

It is a wheat that has, as said, peculiarly insidious attractions for the sophisticator, whether on the farm or at the country or other elevator, because the extent of the injustice done the miller cannot be detected until the baser character of the wheat is detected in the flour itself; and every effort ought to be made to stamp it out of the Northwest.

THE CLAIM PROBLEM.

The Western and Northwestern railroads must be given the credit for an apparent purpose to hasten the disposition of claims, which is not, perhaps, so visible in the general offices of their cotemporaries in the East and South. But shippers who have claims in abeyance should realize that the multiplicity of claims is something enormous, aggregating on certain Western roads as many as 1,000 a day. Is it surprising, then, that there should be delays that appear to be as intentional as they are aggravating?

There are also many contributory negligences that make for delay, such as imperfect files of documentary evidence, failures to respond promptly and categorically to inquiries, etc.

Now, as in the investigation of claims it is absolutely necessary that there should be certain rules for the guidance and protection of the carriers, it will not seem unreasonable to the shipper that he should recognize how imperative it is that his documents should be complete and also correct to the last detail.

But it has been found by experience that

the better method of prosecuting claims is through the trade associations. The railroads themselves much prefer to deal with the executive officers of the associations than with individual shippers, for the reason that the associations take the precaution to file only properly substantiated claims. Indeed, one may perhaps be justified in saying that the fact that a claim is filed through an association is now taken by many roads as *prima facie* evidence that it is a just and proper one.

Some of the Western roads, under the new rules of the National Association of Freight Claim Agents, have adopted the rule of paying the claims of responsible shippers on presentation, with the understanding that the shipper shall refund if an investigation of the claim shows that it is not a just one. One is inclined to think that the majority of minor shippers, not likely to be classed technically as "responsible," might enjoy the benefit of this rule where association claim bureaus are so organized that the roads could treat with them on the same basis as they would with a "responsible" individual.

There is a great deal more in this "claim business" than most shippers realize—of work, of friction, of necessary and unnecessary delay, of fraud and all that; but the main thing for an honest claimant to remember is this: Have your documents complete and fully substantiated by evidence that would be competent in a court of law.

INTERNATIONAL INSTITUTE.

While the Farmers' Union out in Kansas is directing its members not to obey the provisions of the law requiring farmers to report to the assessors the number of acres planted by them to the various crops, with a view to suppressing information that might be useful to "Wall Street gamblers," the delegates to the International Conference at the International Institute of Agriculture, to be held at Rome on May 28, are getting ready to proceed to the Eternal City for the purpose of arriving at a method for obtaining more accurate and comprehensive statistics in regard to crops of all kinds, their growth, harvesting, yield, marketing, transportation, etc. No less than forty-six governments will be represented, from China to Paraguay.

But in the opinion of John H. Hubback, for over thirty years an active, governing and constructive member of the Liverpool Corn Trade Association and the organizer of the new Buenos Ayres Grain Exchange, by special request, a "great advantage will accrue to all grain traders worthy the name from such information being available for use." Unlike the distinguished publicists who are managing the Farmers' Union out there in one little corner of Kansas and Oklahoma, who think the farmer's interest lies only in profound ignorance of the facts from day to day, Mr. Hubback and the agricultural departments and governments sending delegates to this Conference believe that business safety, on the contrary, lies in the accuracy and comprehensiveness of all crop reports. "Many fluctua-

tions, day to day, arise from lack of it." Changes are made on the merest rumor—of a hot wind in Kansas, of locusts in the Argentine, of rust in the Northwest, and so on, not one whit of which may be true.

What the Conference aims at is a better system than any now existing for obtaining accurate and comprehensive information (better than the Indian weekly summary, which Mr. Hubback calls the "most efficient and the nearest to accuracy of any such organizations") that shall be stamped with the seal of a respectable and responsible authority.

NO REFUND FOR COOPERING.

The Commerce Commission, in the complaint of the Laning-Harris Coal and Grain Company against the St. Louis & San Francisco R. R., has ruled that in the absence of a contract therefor the carrier cannot be held for the cost of preparing cars for the shipment of commodities—coopering, let us say. The complainant had ordered cars for the shipment of hay, but the road could offer only stock cars, which needed both cleaning and coopering. These were accepted and a bill rendered for the cost of cleaning, etc., \$5.05 to \$5.15 per car.

The complaint was based on a paragraph of the commerce law which provides that if the shipper shall render the carrier any service connected with the transportation, the charge and allowance therefor shall be "just and reasonable," and the Commission may determine what is a reasonable maximum charge therefor. But the Commission says in this case the shipper used the stock cars for his own convenience and what he did to them was of no benefit to the cars nor to the carrier.

As all such repairs as coopering are in their nature temporary and of no permanent value to the cars as such, the coopering expense is likely, therefore, to remain always a charge against the grain.

STATE VS. EXCHANGE.

The fact is recalled by the brief notice of Hon. John A. Knott, chairman of the Missouri Railroad and Warehouse Commission and author of the law requiring the weighing of grain into all elevators to be done by the state, that the Missouri Supreme Court has not yet finally passed on that act, although a decision is expected daily.

Mr. Knott's position, that the weigher should not be interested in the ownership of the grain, is unassailable; but is it not mere assumption to say that a "state" weigher is more disinterested than an exchange employee? The question is not one of disinterestedness, but one of the expediency of having the state supplant the equally disinterested weighers for the grain exchanges.

In either case, no doubt, the owner of the grain will obtain an honest statement of the true weight of his grain; but slight as may appear the influence of the authority which controls it upon the character of the service,

there is a distinction and a difference, too, which is important to the markets interested. The difference is this, and it is one that differentiates all public service from private service of the same character, to wit: In the case where the state controls, the weigher has no personal interest in the amount of business that comes to the market, any more than has the seller of postage stamps; and his duty soon becomes a perfunctory one. He weighs the grain that comes to him and makes a truthful report of the weight, condition of the car, etc., and that ends his duty in the premises. But the interest of the weigher for the exchange goes farther. Like any honest employe of another private concern, his interest becomes his employer's, and he studies at all times how he may increase the business in which he is a working factor by the way he performs his duty—the effect of his work on the volume of business entering the market becomes a personal matter.

And so we find it to be the fact, that the initiative of the improved weighing service obtaining now at all the great terminal markets has come from the weighmasters of the grain exchanges and not from those employed by the state.

LIMITATIONS OF RATE MAKING.

The Supreme Court decision in the Minnesota rate case, which has been talked of as ending the "craze for nagging the railroads," does not seem to be so radical nor, to the advocates of control, quite so disheartening, on second thought. The state courts had already passed on the question of the pecuniary effect of the rates made by the state commissioners, which they declared to be confiscatory. The Supreme Court, therefore, which has always held that rates which do not yield a profit are unlawful, passes that point and particularly reverses the case on the ground that the law of the state, by imposing moderate penalties for violation of the law, practically took away from the roads their constitutional right to test the law in the courts. The law virtually said: "If you dare to question the validity of this law, the state will crush you out of existence." The roads, therefore, obeyed the law, for to have defied it would have subjected their agents to such severe and outrageous punishments that not one of them could have been found to do this.

The right of the states to control the roads and to fix reasonable, that is, remunerative, rates by law or through their railroad commissions, does not appear to be questioned by the court.

NO DEMONSTRATIONS.

Congress has knocked out an amendment to the agricultural appropriation bill, providing for paying the expense of demonstrating denaturing alcohol at the Omaha Corn Show next December. This is disappointing to the Omahas, but not more so than has been the effect of the denatured law in creating the much-talked-of domestic industry that has not materialized.

Editorial Mention.

May corn seems to be putting on her Easter finery.

The "red ticket" nuisance has again broken out at Buffalo.

The annual hay convention will be held at Cedar Point, Ohio, on July 28-30.

We'll have to get a step-ladder to see the price of clover seed, if it keeps going up.

As selling futures is not interstate commerce, the United States Supreme Court says, in an Alabama case, the state has the right to tax such transactions.

Isn't Baltimore rather piling on the charges at the drier? Half a cent seems quite a liberal commission charge, when added to the other costs of the service.

The farmers' elevator company at Shelby, Ill., sold oats short quite heavily last fall, and in consequence passed its dividend on the year's business. They are getting the experience, at any rate.

Ohio dealers, who think rates are not properly proportioned between the East and West, so that they are being squeezed between the two millstones, will meet at Piqua on May 1 to talk over the situation.

The national inspection and anti-futures bills will certainly not be passed at this session. After election, however, they may bob up again in spite of the fact that political legislation will then be of not much immediate use.

The statement of Mr. Spohn, in his letter from Toledo, with reference to the non-appearance of hot corn in that market last winter, calls attention to a remarkable record. Evidently it pays to advertise; for Inspector Culver's warnings last fall appear to have borne fruit.

One objection to allowing demurrage for delays in furnishing cars is offered by Mr. Hale of the B. & O., who suggests that the failure of the roads to deliver cars on orders would open the door to a system of rebating. A shipper could put in orders for a lot of cars, arranging with the road for a failure to deliver them, and the road could pay the shipper \$1 per car per day, which would be practically cutting the rate.

The Southern Kansas Millers' Club, prosecuted by the attorney-general as a trust, has consented to a permanent injunction restraining the members from in any way agreeing to control prices of grain or grain products. As the Club really never did control prices, there is no hardship in this. Like the prosecution of the Millers' Association of Texas, which still hangs fire "for want of service," although the state's case was in type for many months before the action was begun at all, the prosecution was

largely a matter of politics; and under the circumstances the technical victory is with the authorities.

Hay prices have gone to smash from the Atlantic to the Pacific, in the face of a fine outlook for new hay and an enormous stock of baled hay still on hand. Most markets are reported overstocked and there is no appearance of a let-up in receipts at consumptive points. Farmers and first-hand shippers rather overdid the holding program last fall.

All things considered New England at least has not cause to complain about demurrage, shippers there being now allowed 96 hours (usually) for unloading a car. As it is shown that a freight car moves in New England only 18 miles a day against 25 to 26 for the remainder of the country, a good many men must be using cars for warehouses in that part of the land.

An increase of 50 per cent in the storage charges on sacked wheat in the Walla Walla country has resulted in friction that may have been expected, and also in a decision of the farmers to build their own warehouses. Whether they will do so or not remains to be seen; but it was certainly tempting retaliation for the warehousemen to increase their charges 50 per cent "in one fell swoop."

The war on the Winnipeg Grain Exchange has been father to the suggestion that the present exchange fall into desuetude and that the members continue business only as unattached individuals, giving no official character to their transactions, their quotations, etc. Indeed, at present there is no longer any official price in the country for grain; and the trade there is said to be rapidly falling into chaos, so far as the farmer is concerned.

In support of its proposed remedy for the apparent discontent of the Dakota farmers with Minnesota inspection, which is to give the Dakotas a voice in its management, the Commercial West says: "Once the Dakotas have voice in the inspection, their people will soon learn that it is a method to cling to." Will they? Why, then, don't they support the Wisconsin inspection, which is directed by their representative? The C. W. is mistaken. It isn't the Dakota farmers who are kicking—only a few agitators and politicians, who really don't know what they are kicking about or how to kick, if the truth were known.

The farmers' experience with corn of the crop of 1907 is said to have opened their eyes to the apparent fact that there is something radically wrong either with the kind of seed corn they are using or in the time and method of picking and curing their corn. The quantity of moisture the grain has carried and the tardiness with which it leaves the grain have been conspicuous facts; and both have been attributed to the large cob corn, and the consensus of opinion in central Illinois is working against that type of corn. Elevator men who have studied the situation carefully have been able to point to better yields with the early

drying small cob corn, and at any rate to cite numerous cases where such corn has been marketed comparatively early in much better condition than the big cob corn has been found to be in at any time.

The suggestion is made by the Chicago Daily Trade Bulletin that the report of stocks of grain in farmers' hands on March 1 might be abandoned as of little or no value, and those only on stocks at the close of the harvest year, wheat on July 1, corn on November 1, and oats on August 1, continued by the Department. The idea has been quite generally endorsed by the trade and trade publications. Certainly the March 1 reports have not lately been treated with much respect by the trade.

The farmers of Northwest Canada, having practically knocked out the Winnipeg Grain Exchange by making a mass meeting of it, thereby reducing it and its members to a condition of irresponsibility, are now after the "grain act" again, which also is to be amended probably—for the demands are but imperfectly enumerated by the press—in the direction of giving further car facilities to the occasional-car shipper at the expense of the elevators which assemble the grain from many farmers. Sane Americans complain to some extent of the power of "cranks" on this side; but when we arrive at the Canadian stage—well, as it looks now, "it's mine to the cellar."

The seed merchants of the country are justifiably indignant at the treatment they have received at the hands of Congress, through which the Mann pure seed bill is now being railroaded. There has been a pretense of taking expert testimony as to the effect of the bill, but the experts have been those of the Agricultural Department only, the commercial seed men themselves having been deliberately "cut out" for some inexplicable reason. This was an aggravating procedure, and was the more uncalled for because it does not appear that the experts in evidence knew any too much of seeds as an article of commerce or of the natural difficulty, if not impossibility, of obtaining them in a state of absolute purity.

The anti-futures law of Germany continues its disorganizing influence over the grain trade in that empire, but the progressive party found it very difficult to amend it so as to relieve the situation caused by its drastic provisions. The Reichstag is now at work on such an amendment, but the form of the act is very unsatisfactory; for while leaving the question of the legality of "time bargains," if any are made, as much in dispute as before, the law carries a provision that offenders may be punished by imprisonment or a maximum fine of 10,000 marks (\$2,500). The defenders of the measure say this provision does not apply in the case of ordinary legitimate time bargains between responsible dealers, but the grain merchants consider it especially abnoxious, owing to the uncertainty as to the way in which the courts will interpret the restrictive provisions. Politics is forcing the

measure to the front, but as in all laws made for strictly political effect, the endeavor to straddle successfully has been fatal to the bill as a real relief measure.

Some unforeseen accidents have delayed the winter's work on the Erie Canal enlargement, and boatmen find Buffalo choked with grain to go east, but with no chance of moving it until May 1 at the earliest. The one redeeming feature of the situation is the fact that the commercial importance of the canal, by these delays of its opening, has been enhanced in the public estimation in a way to do the boatmen no harm when the work is finally completed.

The Society of Equity's national officers recently requested Senator Hansbrough to have the "duty on wheat, which was removed four years ago, restored." This "removal" would be news to the trade, especially to the millers; but in order to save his constituents from being laughed at, the Senator declares the drawback ruling, by which 99 per cent of the duty is refunded when the products are exported, is what the Equity fellows complain of and want stopped. All right. Then what next will they complain of?

The Buffalo bill of lading conference is but one more straw showing which way the wind is blowing in this matter of the uniform order bill of lading. The banks are getting tired of relying on the "custom of the trade" to protect drafts made against grain in transit that may disappear anywhere "in the shuffle," leaving the draft in the air without collateral support of any kind; and while the custom may be continued for a while longer, so long as there is expectation of a speedy solution of the problem, it is certain the form of the order bill of lading, lake and rail alike, must be established by law and that soon, or the present system of marketing grain will come to an end. Therefore, shippers should not cease to prod their congressmen to enact a law in that regard at the earliest possible moment.

The "Speculative Gossip" man of the Record-Herald says:

Strange tales are being brought back from Buffalo in regard to the committee sent down by the Chicago Board of Trade to reform the lake bill of lading. Captain Denis Sullivan, representing the vessel interests, invited the committee into the buffet of the Iroquois Hotel for liquid refreshments upon their embarkation from their long trip from the West. It is related that Chairman Pettit ordered a Red Raven Split, E. L. Merrill and John J. Stream ordered White Rock and Transportation Manager Hopkins called for Hawthorne Water. When Robert McDougal ordered a Florida orange squeezed in a glass the mixologist fell in a fit. Mr. Sullivan then took his party to an ice cream parlor.

This reminds one of a celebrated Kentucky colonel's experience entertaining ex-Secretary Shaw and Senator Beveridge in Louisville, while on a campaigning expedition. Before dinner at the hotel, the colonel suggested an appetizer and the trio adjourned to the buffet. Secretary Shaw rakishly ordered a lemonade and the Senator followed with a glass of buttermilk. When it came his turn to orate, the

colonel said mournfully, "Well, George, under the circumstances I think I'll have to take a piece of pie."

The new Port Colborne elevator, with 800,000 bushels' storage capacity, is the Dominion government's attempt to offset the limitations of the canals between Lake Erie and Montreal. It will be one more experiment for the purpose of turning Canadian export grain to Montreal from our own out-ports via Buffalo. The government elevator at Montreal, erected several years ago for the same purpose, was substantially a failure, hence this new house, which will take grain on its one side from the lake carriers and load it on the other directly into canal barges for Montreal. Now that the elevator is ready to operate, prophecy of its future may retire to let experience determine the issue of its success.

The indifference of many farmers to the commercial side of their business has rarely been more forcibly illustrated than the attitude of Iowa farmers in the matter of oats. True, they were not responsible for a season which in 1907 gave us light oats in all parts of the country east of Montana; but it is a matter of common knowledge that the Iowans, with one of the best and most accessible markets in the world for high-grade oats, right within the confines of their own state, the great cereal mills of Cedar Rapids, have chosen to grow pretty much anything that came handy to sow in the spring, without taking much thought of the marketability of the product. It is the privilege of the Iowa Dealers' Association and the Ames Station to take up this question for an educational program, and no doubt in the future the results of their educational work will appear in a higher grade of this important cereal, as well as a greater quantity of it.

It is rumored around Washington that Commissioner Smith, to whom the President referred all the "anti-futures" bills for an opinion, has reported to the effect that the only way to stop "gambling" is to tax it into unprofitableness. This program is in the line of the Hepburn act, referred to elsewhere, which provides for a refund of the tax levied on transactions when it shall be demonstrated to the Secretary of the Treasury that the particular trade was a legitimate one. Against any such proposition there should be an unanimous protest. It is no part of the legitimate business of government to go into the business of moral reformations per se, and, with all due respect to the powers that be, it may be declared that any attempt to do so would be an intolerable impertinence and perversion of the functions of legislation. As an Eastern contemporary has put it very clearly: "Legislation has done its work when it has provided just enough laws—and no more—to secure public order and equality of opportunity. Beyond this it is vain—it is harmful to go. No legislation can make a bad man good, or a weak man strong, or a foolish man wise." And no attempt to do so has ever resulted in anything else than disastrous failure—disastrous alike to the intended beneficiary and to the "innocent by-stander."

Why, then, because certain quasi-moralists, who cannot resist the itch to reform everything and everybody between sunrise and sunset, feel obsessed with this impulse to reform business methods by wiping out imaginary "gambling," must the absolutely indispensable functions of a vast commerce be clogged by all sorts of tomfool devices—taxes, inquisitions, red tape and all the mischievous impedimenta of bureaucratic government? There has been a "monstrous deal" of rubbish said by men in high and low station about "selling futures," but not a word of it all is different from what has been said at irregular intervals for two generations and no different from what will be said in the future, since the greed and selfishness of man are perpetual. It is the mark of the statesman that he recognizes these imperfections of human nature and does not attempt to cure the incurable, especially by putting handicaps on the functions that make for the material uplifting of the vast body of the people by facilitating in every way their commerce and trade. He who would do this is a political charlatan and a humbug moralist.

Notwithstanding the landlord's lien law of Iowa makes the tenant who illicitly sells the landlord's grain criminally liable, Secretary Wells says that during the past six months there have been more complaints to dealers from landlords than during the five years previous. Which simply goes to show that laws do not execute themselves. Wherefore Mr. Wells recommends that dealers post conspicuously in their offices the following:

NOTICE.

A Law relating to Landlord's Lien, Enacted by the Twenty-ninth General Assembly of the State of Iowa:

Chap. 142, Sec. 1.—If any tenant of farm lands shall, with intent to defraud, sell, conceal, or in any manner dispose of any grain or other annual products thereof upon which there is a landlord's lien for unpaid rent, without the written consent of the landlord, he shall be guilty of larceny and punished accordingly.

The moral effect of such a notice would be wholesome, of course, but the arrest and conviction by a grain dealer of a swindling tenant would be even more so.

The President on April 4 received a distinguished company of gentlemen whom the dispatches named as "representative grain men of the Middle West, who are interested in the passage of the federal bill for the grading and certification of grain. These were S. H. Greeley of Chicago, representing the grain growers of Iowa and Illinois; C. G. Messerole of the Iowa Farmers' Elevator Association; J. A. McCreery, secretary of the Illinois Farmers' Elevator Association; B. P. Beall of the Kansas-Nebraska Farmers' Elevator Association; Charles U. Pierson, secretary and treasurer of the American Society of Equity, and T. G. Nelson, president of the grain growers' department of the American Society of Equity." The President was duly impressed by this showing of the "grain trade." So was Uncle Joe, who, too, met the party; but Cannon was more non-committal—he's older, he smokes stronger cigars, and is a wary old rooster. He was "in favor," of course; but proposed to "post" himself.

TRADE NOTES

Hess-dried Corn is now quoted regularly on the Baltimore Chamber of Commerce.

E. R. Bacon, who has leased the McReynolds Elevator in South Chicago, is installing a No. 6 Hess Drier in connection with it. Mr. Bacon uses a similar drier at the Wahash Elevator and declares that no elevator is complete without one.

B. S. Constant Co. of Bloomington, Ill., report a good trade on their "Safety" Roller-bearing Manlift, U. S. Corn Sheller, B. S. C. Chain Feeder and Conveyor and self-locking rail dumps. Catalog No. 2 will be sent to anyone who writes for it.

"The Elevator" is the title of a small brochure issued by the Richardson Scale Company of New York. It shows the scale at work in an elevator and gives cogent reasons why every grain dealer in the country should have an automatic scale. It also contains a few late opinions on the scale by recent purchasers.

A very useful specialty for grain elevators is the Spout Cut-off Valve, invented and placed on the market by J. F. Dornfeld, architect for grain elevators and malt houses at 134 Van Buren Street, Chicago. The use of the device with conveyors for in and outlet hopper bottoms, spout cut-offs, etc., is unlimited.

The Ellis Drier Co. of Chicago has been busy recently on orders for a number of large driers at terminal and country points. This machine, which has been before the grain public for many years, has gained a high reputation for even and perfect drying of grain. It is built in all sizes from five bushels' capacity and up.

The Williams-Lloyd Machinery Co., at 337-339 Dearborn Street, Chicago, keep in stock standard sizes of their Perfect Grain Drier, which they can ship to purchasers on receipt of order. They also carry material for making them in stock, so that there will be little or no delay in filling orders for any size whatever that may be sent them.

The Weller Mfg. Co. of Chicago will shortly mail their patrons and friends their new general catalogue. To-day, the majority of machines for grain elevators are known as standard, that is to say, it is difficult to improve upon the approved types. The Weller Company, however, have much that is new along the regular lines and these new types and machines will be fully described and illustrated.

Grain elevator men who want a device in the elevator which is worth while will consider the merits of the Evans Motor Attachment, manufactured and sold by Scott F. Evans at Minneapolis, Minn. Trouble is eliminated altogether by its use if the elevator legs are driven by electric motors. It prevents "back legging" and enables the motor to start the leg with a full load on. A trial will convince of its usefulness as a part of the elevator equipment.

It requires a catalogue of some 330 pages this year to illustrate and tell something of the specialties which the Strong-Scott Mfg. Co. of Minneapolis, Minn., has for the grain trade. To begin with, the catalogue has a handsome embossed cover, and the title page contains a splendidly finished engraving of the company's works at 413-417 Third Street South. This latest catalogue is general catalogue "E," and is the first catalogue issued since they moved into their new building which gave them additional office and shop facilities. There is scarcely any article likely to be needed in a grain elevator which is not mentioned therein, but, should there be, the company will be glad to lend their assistance in procuring it. One of the features of the book is the useful information contained in the rear pages. Some

20 pages are given over to such subjects as the Horsepower of an Engine; Horsepower of Shafting; Notes on Belting; To Find Horsepower of Gears; To Determine Size and Speed of Pulleys and Gears; Weights and Measures, etc., etc. Altogether, it will be a handy and useful hook for the grain elevator and mill proprietor.

The grain exporters of Philadelphia have at last induced the railroads to provide grain facilities for their port. The Philadelphia & Reading Railway Company has placed an order with the Hess Warming and Ventilating Company, Chicago, for a No. 10 Hess Drier and Cooler, and the construction of the building to contain it has already commenced. This machine will be a duplicate of those used in Baltimore. There are few readers of this paper who thoroughly realize the magnitude of these machines. The drier for Philadelphia will have a capacity for drying forty to sixty carloads of corn daily. It is made up of over thirty thousand separate pieces of metal, and in the aggregate weighs about 150 tons. Heat is supplied through twenty-seven thousand lineal feet of steam pipe under live steam pressure, and through the coils thus formed six enormous blowers force 110,000 cubic feet of air per minute. This air is heated to a temperature of 120 to 150 degrees, and is passed through the corn, which lies in vertical columns or racks. After drying, cold air is forced through and the grain is then ready for shipment or storage. The demand for Hess-dried grain is enormous and beyond the capacity of all the Hess Driers in existence to fill. Many of them have been running night and day continually for weeks and will continue in this manner for weeks to come.

NORTH DAKOTA GRAIN LAW.

The Supreme Court of North Dakota on a recent date, in the cases of the people against the Minneapolis and Northern Elevator Co., gave a decision for the state on the main issue. The actions were brought by the state to force the elevator companies to return the certificates of inspection and weight and post them in a conspicuous place in the elevator, where the wheat was loaded. The trial court held that the law was valid and that the certificates must be returned. In the case where wheat was shipped to Duluth, the Supreme Court sustained this ruling; but the trial court's decision that the certificates must be returned on wheat that was shipped to Anoka, where there is no grain inspector, the Supreme Court held was an error. The syllabi are as follows:

Duluth Case.—1. Chapter 113 of the Laws of 1907, which is entitled, "An Act requiring elevator companies transacting business in this state to return certificates of inspection and weighmaster's certificate of weight to the local buyer," and which provides for the return of such certificates by the elevator companies, etc., to their local agents, and also that the latter shall post the same in a conspicuous place in the elevators, does not contravene Section 61 of the state Constitution, which requires that no bill shall embrace more than one subject, which shall be expressed in its title. The subject, or object, of the act is to furnish information to the public of the facts which such official certificates will impart, and the provisions of Section 2, requiring local agents to post such certificates in their elevators, are germane to the provisions of Section 1, and hence to the subject embraced in the title of the act.

2. Such act is not vulnerable to the objection that it contravenes the provisions of the interstate commerce clause of the Federal Constitution, as its operation will not directly or remotely interfere with interstate commerce, but its enactment is a legitimate exercise of the police power of the state.

3. Appellant's contention that the law is void because it attempts to make acts or omissions committed in a foreign state a crime in this state, is not sustained. The conditions on which foreign corporations are permitted to do business in this state are within the legitimate power of the state to prescribe, and defendant corporation, having been authorized to transact business in this state, is amenable to its laws enacted under its police powers to the same extent as its citizens.

Anoka Case.—The facts differ from that case

only as to the place of the shipment and sale of the grain. As alleged in the information, the shipment was made to and the grain sold at Anoka, in the state of Minnesota, and that under the law of that state, providing for the official inspection or weighing of grain, no provision is made for the official inspecting or weighing of grain at said place. Following the construction of Chapter 113, Laws of 1907, adopted in the recent case above referred to, we hold that the facts alleged in the information do not state a public offense under said act.

POINTS FOR GAS ENGINE OPERATORS.

After you have purchased an engine, remember that you have not bought a machine which will solve the perpetual motion problem. A gas engine will stand a great big pile of abuse, but bear in mind that it cannot deliver its best service unless the operator gives it at least some kind of attention. Be sure that the engine is properly oiled at all times.

Never fail to have the cooling water on while the engine is in operation. The cylinder should not be too hot or too cold. About 180 degrees is the right temperature. Be sure that the vent hole in the gasoline tank is always open. It is usually found in the filling cap. If anything goes wrong with the engine do not pull it apart. The trouble, nine cases out of ten, can be easily remedied by going over the engine carefully and systematically.

It seems almost unnecessary to warn the gas engineer against smoking in the engine room. The open flame lamp should also be kept as far away from the gasoline tank as possible. If it is desired to examine the cylinder of the engine, care should be exercised so that when the flaming candle or match is put into the interior of the cylinder to examine it, the face is held away from the opening. There may possibly be an unexploded charge in the cylinder.

Do not use steam engine oil to lubricate a gas engine. Be careful in selecting the oil used to lubricate all bearings. The manufacturer of a gas engine is usually the best authority on what oil is best for his particular engine. Consult the manufacturer when in doubt.—American Blacksmith.

OVERESTIMATED THE CORN CROP

There is no question in my mind but that the government report has overestimated the available supplies of merchantable corn left back on the farm. A great many of my shippers who sold me corn last year are to-day writing me to find out whether I can supply them with a few cars to take care of their local trade. This is rather a peculiar state of affairs, but nevertheless it exists.

I have a shippers' list of over 800 in Ohio, Indiana and a few in Illinois, to whom I send bids at various times. Out of this list I can safely say there are not over 300 that will be in a position to sell me any amount of corn for the rest of this season. Shippers who sold me from five to ten thousand bushels of corn every two or three days last year are to-day only offering on an average of one or two thousand bushels a week. The supplies that remain in the hands of the country shippers practically amount to nothing. The quality has been so bad that the shippers dare not take chances in cribbing it. If we should have continued unfavorable weather, we will find out that the farmers who are holding back some of this corn in their cribs will wake up some morning to find that a good part of that which is now merchantable will be found moldy and rotten. It is very fortunate for us that we have no heavy export demand at this writing, for if we had, corn would give wheat a run for its money.—Harry W. Kress, Piqua, O., March 21.

An alfalfa meal mill has been started up at Osborne, Kan.

A TENDENCY.

"While there is comparatively little chance that the Burleson bill, the Hepburn bill or any of the other measures designed to check speculation will go through Congress at this session," says the New York Journal of Commerce, "they represent a tendency which is worthy of careful study. The legal control which is desired can at most be only inadequate and incomplete. Back of this is the fact that, whatever may be thought of speculation, it is no different in its features when applied to stocks or produce from what it is as seen in the familiar forms of real estate transactions, life insurance or other kinds of dealings entering into the future. More immediately it may very well be questioned from the Federal standpoint how far Congress could with success meddle in this matter even if it desired to do so. The Federal Government has already gone much farther in the direction of paternalistic control of business than the common sense of the country is likely to justify. Present signs all point to a reaction in public opinion, and this reaction is being voiced by the courts, which are always responsive to the conservative views of the country. This is emphatically a subject with which Congress will do well to interfere as little as possible, even in the way of the vague and aimless discussion sometimes described as political. There is nothing to be made out of it by ambitious congressional schemers. There is nothing for Congress to do in the matter."

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, April 11, 1908, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	326,000	1,213,000	132,000	55,000	.....
Boston.....	265,000	103,000	13,000	.....	.....
Buffalo.....	574,000	.....	517,000	78,000	162,000
do. afloat.....	237,000	.....	.....	.....	290,000
Chicago.....	4,441,000	2,209,000	4,965,000	173,000	33,000
do. afloat.....	209,000	.....	.....	.....	.....
Detroit.....	185,000	151,000	32,000	13,000	2,000
do. afloat.....	.....	.....	.....	.....	.....
Duluth.....	9,796,000	.....	1,021,000	32,000	527,000
do. afloat.....	.....	.....	.....	.....	.....
Ft. William.....	3,948,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Galveston.....	119,000	17,000	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Indianapolis.....	200,000	99,000	123,000	.....	.....
Kansas City.....	1,406,000	515,000	14,000	.....	.....
Milwaukee.....	304,000	115,000	144,000	8,000	304,000
do. afloat.....	.....	.....	.....	.....	150,000
Minneapolis.....	7,401,000	146,000	1,662,000	83,000	1,471,000
Montreal.....	107,000	57,000	183,000	.....	103,000
New Orleans.....	.....	105,000	133,000	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
New York.....	790,000	436,000	566,000	65,000	103,000
do. afloat.....	.....	.....	.....	.....	.....
Peoria.....	17,000	103,000	820,000	.....	.....
Philadelphia.....	289,000	12,000	118,000	21,000	.....
Port Arthur.....	4,569,000	.....	.....	.....	.....
do. afloat.....	1,409,000	.....	.....	.....	.....
St. Louis.....	788,000	153,000	351,000	1,000	39,000
do. afloat.....	.....	.....	.....	.....	.....
Toledo.....	383,000	270,000	174,000	3,000	.....
do. afloat.....	.....	.....	.....	.....	.....
Toronto.....	.....	.....	3,000	.....	.....
On Canal.....	.....	.....	.....	.....	.....
On Lakes.....	.....	.....	.....	.....	.....
On Miss. River.....	.....	.....	.....	.....	.....
Grand total.....	37,763,000	5,794,000	11,021,000	532,000	3,184,000
Corresponding date 1907.....	51,179,000	11,217,000	9,472,000	1,157,000	2,672,000

WHEAT RECEIPTS AT PRIMARY MARKETS.

Receipts of wheat at winter and spring grain markets for 40 weeks, since June, with comparisons, in bushels, compiled by the Cincinnati Price Current:

	1907-8.	1906-7.
St. Louis.....	16,453,000	14,332,000
Toledo.....	4,309,000	4,648,000
Detroit.....	1,211,000	1,852,000
Kansas City.....	28,832,000	36,723,000
Winter wheat.....	50,805,000	57,557,000
Chicago.....	21,590,000	28,292,000
Milwaukee.....	7,706,000	7,128,000
Minneapolis.....	60,422,000	67,796,000
Duluth.....	42,041,000	39,750,000
Spring wheat.....	131,759,000	112,966,000
Aggregate, 40 weeks.....	182,564,000	200,523,000

Total receipts of winter and spring wheat at primary markets 40 weeks since June, 1907, with comparisons:

	Winter.	Spring.	Total.
1907-8.....	50,805,000	131,759,000	182,564,000
1906-7.....	57,557,000	142,966,000	200,523,000
1905-6.....	61,453,000	149,572,000	211,025,000
1904-5.....	55,705,000	130,571,000	186,276,000
1903-4.....	86,439,000	137,452,000	203,891,000

RECEIPTS AND SHIPMENTS.

Following the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of March, 1908:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	123,765	183,509	112,357	176,000
Corn, bushels.....	1,169,091	4,191,407	2,016,570	3,618,614
Oats, bushels.....	243,489	227,913	570	252
Barley, bushels.....	.....	.....	.....	1,313
Malt, lbs.....	.....	.....	.....	.....
Rye, bushels.....	56,216	69,127	94,285	.....
Timothy Seed, lbs.....	.....	.....	581	459
Clover Seed, lbs.....	1,210	1,299	.....	.....
Hay, tons.....	4,752	7,063	1,097	2,021
Straw, tons.....	.....	.....	.....	.....
Flour, bbls.....	188,552	205,347	73,288	131,329
Mill feed, tons.....	.....	.....	.....	.....

BOSTON—Reported by Daniel D. Morris, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Flour, bbls.....	177,473	179,816	55,832	87,726
Wheat, bushels.....	307,117	452,664	906,021	523,636
Corn, bushels.....	185,698	961,243	126,539	798,605
Oats, bushels.....	466,311	324,156	.....	1,176
Rye, bushels.....	13,276	1,636	28,800	.....
Barley, bushels.....	21,100	1,300	.....	.....
Flax Seed, bushels.....	2,907	1,170	.....	15,470
Peas, bushels.....	4,806	5,216	.....	.....
Mill Feed, tons.....	1,237	1,413	38	97
Cornmeal, bbls.....	4,450	2,605	1,430	1,150
Oatmeal, bbls.....	12,901	8,042	7,251	6,219
Oatmeal, sacks.....	21,897	4,875	2,820	5,100
Hay, tons.....	13,110	14,630	41	537

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	808,860	651,387	2,101,295	805,132
Corn, bushels.....	7,898,890	11,324,734	5,600,635	9,989,284
Oats, bushels.....	11,329,722	8,317,121	7,056,267	6,704,468
Barley, bushels.....	1,731,700	2,263,609	771,001	724,176
Rye, bushels.....	158,200	224,467	152,003	215,265
Timothy Seed, lbs.....	4,047,310	5,003,645	3,357,767	2,651,827
Clover Seed, lbs.....	901,037	844,599	504,221	459,019
Other Grass Seed, lbs.....	767,656	2,170,590	6,087,751	5,612,533
Flax Seed, bushels.....	123,761	154,510	57,420	4,834
Broom Corn, lbs.....	1,520,306	1,419,571	643,620	1,248,858
Hay, tons.....	29,316	29,563	2,868	4,899
Flour, bbls.....	881,969	932,211	757,221	650,654

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	286,772	211,582	149,900	203,330
Corn, bushels.....	829,630	778,988	393,990	484,030
Oats, bushels.....	625,970	386,872	351,061	267,771
Barley, bushels.....	32,470	56,000	274	1,122
Malt, bushels.....	130,704	265,500	53,980	105,714
Rye, bushels.....	96,070	52,003	30,186	30,316
Timothy Seed, bags.....	5,798	2,084	3,482	3,595
Clover Seed, bags.....	5,473	7,251	5,249	5,891
Other Grass Seed, bags.....	9,757	9,540	14,548	10,636
Hay, tons.....	14,118	15,775	8,391	14,390
Flour, bbls.....	130,707	140,524	67,715	111,162

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	104,860	58,510	.....	13,567
Corn, bushels.....	279,210	447,575	128,571	123,315
Oats, bushels.....	99,438	240,499	13,150	18,492
Barley, bushels.....	8,850	17,052	5,276	1,026
Rye, bushels.....	21,550	9,253	7,631	10,200
Flour, bbls.....	15,400	9,500	9,400	5,400

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	1,223,124	3,308,655	49,257	25,499
Corn, bushels.....	.....	.....	.....	.....
Oats, bushels.....	527,707	79,026	660,715	53,100
Barley, bushels.....	540,619	510,619	17,605	129,158
Rye, bushels.....	15,721	14,658	1,740	7,593
Flax Seed, bushels.....	479,571	883,647	28,263	168,983
Flour, bbls.....	61,005	134,195	29,605	52,970

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	167,908	591,200
Corn, bushels.....	111,428	942,870
Oats, bushels.....
Barley, bushels.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	1,737,750	2,226,000	1,351,350	1,885,000
Corn, bushels.....	1,049,400	1,398,000	935,000	1,041,000
Oats, bushels.....	454,500	568,500	298,500	697,000
Barley, bushels.....	30,800	81,000	3,300	56,000
Rye, bushels.....	5,250	14,000	1,050	19,000
Brans, tons.....	600	810	4,700	5,655
Flax Seed, bushels.....	3,000	1,600	3,000	1,600
Hay, tons.....	17,664	9,480	8,736	8,190
Flour, bbls.....	6,500	17,200	141,500	121,000

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	803,000	427,000	369,254	211,709
Corn, bushels.....	387,000	1,158,000	463,420	1,020,917
Oats, bushels.....	1,112,000	1,397,700	714,619	1,205,369
Barley, bushels.....	1,034,400	1,475,800	510,136	599,616
Rye, bushels.....	99,900	126,900	116,938	113,834
Timothy Seed, lbs.....	837,600	532,865	504,035	284,420
Clover Seed, lbs.....	649,865	829,790	911,415	760,328
Flax Seed, bushels.....	4,240	48,560	.....	1,060
Hay, tons.....	3,698	2,086	120	340
Flour, bbls.....	204,300	172,550	293,516	193,738

MINNEAPOLIS—Reported by E. S. Hughes, assistant secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels.....	7,422,760	839,790	1,632,840	1,528,460
Corn, bushels.....	274,350	503,620	252,800	513,260
Oats, bushels.....	1,876,150	1,804,480	2,311,760	2,191,450
Barley, bushels.....	627,540	1,596,550	1,293,310	1,203,700
Rye, bushels.....	123,560	190,030	93,640	154,480
Flax Seed, bushels.....	1,401,880	1,233,130	422,560	475,500
Hay, tons.....	3,500	3,052	380	100
Flour, bbls.....	20,152	28,123	1,285,900	1,142,238

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Wheat, bushels.....	6,000	48,557	5,515	.....
Corn, bushels.....	5,382	37,370	606	23,900
Oats, bushels.....	170,119	219,166	11,208	5,500
Barley, bushels.....	20,338	40,067	2,332	9,600
Rye, bushels.....	.....	.....	.....	.....
Flax Seed, bushels.....	75,800	23,860	500	.....
Flour, barrels.....	19,187	16,171	34,550	58,070

FIELD SEED SECTION

THE DISTRIBUTION OF PEDIGREE SEED.

In a bulletin recently issued by the North Dakota Experimental Station at Fargo, on "The Distribution of Pedigree Seed" by J. H. Shepperd and O. O. Churchill, the following introductory covers the annual distribution of seed in a very thorough and explicit manner:

"One of the ultimate purposes of the plant breeding work at the North Dakota Experiment Station is to place better and more productive seeds in the hands of our crop producers. Special features have been studied, but not to such an extent as to seriously interfere with the economic production of the improved strains. To accomplish the greatest good the laws and principles of breeding must be understood, and these have been deducted as different phenomena occur in a recognizable form. The future progress of plant improvement depends largely upon a better understanding and interpretation of the workings of the laws of nature.

"No curiosities or questionable varieties have been distributed by this department. Not until a variety has demonstrated its pre-eminence by superior average yields for several years is it considered worthy of distribution. The production of improved strains of plants is of little value unless the better ones are placed in the hands of crop producers. The dissemination is therefore second only to that of crop improvement since the degree of distribution represents the value of improvement.

"No seeds are distributed free of charge except for co-operative purposes. A purchase price bars those who are clamorous for gifts, but who fail to take products which cost them something, and who seldom do much with good strains when they have them. Brome grass was distributed free during its experimental stages in small packages in order that it might be given a trial under the many varying conditions represented by the different parts of the state. After time enough had elapsed for a reasonable judgment to be based upon the trial, letters asking for results were sent to the persons who had received seed from this institution. Over 100 reports, embodying the judgment of as many practical growers from different localities in North Dakota, is evidence that the co-operation was genuine, and that a mass of data was collected which the station would not have received unaided in a decade of years and with a heavy outlay of funds.

"Another valuable feature is that the station supplied a start of pure brome grass seed to over 350 farmers.

"At the beginning of the dissemination of the improved strains of grain and other farm seeds the quantity was limited to one-half bushel to any one party. Owing to the fact that most grain growers considered this too small an amount, it has been increased to a quantity not to exceed ten bushels to the individual. Corn and a few other seeds are limited to less amounts, depending upon the demand and the quantity in stock. Wheat when distributed has been sent out in lots of ten bushels or less at \$1.25 per bushel; oats, barley and emmer (spelt) in ten-bushel lots or less at \$1 per bushel; flax in five-bushel lots or less at \$2 per bushel; and corn in lots not to exceed one bushel at \$2.25 per bushel. These prices have been made subject to change according to market fluctuations. Many other varieties of seeds are being worked with and distributed in small quantities.

"It has been the policy of the station to quit distributing seed grain as soon as the persons to whom it was sent were prepared to supply the demand. Those who co-operate with the station are thus recompensed for their trouble in caring for and reporting upon the new things sent out. The success of this plan becomes apparent when it is known that from 75 to 95 per cent of the persons

who have received seed from the station have reported, quite fully, their experience with the crop. Farmers who grow these improved grains are urged to charge about the same price for their seed as the station does. It is gratifying to find that after a couple of years from the time of distributing a variety it is possible to refer persons inquiring for seed to farmers in their own county, who secured the seed from the station at an earlier date. In distributing seed the station does not want to compete with seed men, hence the seed is held at a higher price than is usually charged. An institution supported by federal or other public funds can be justly criticised when it sells either improved animals or seeds at a lower price than is usually charged by commercial breeders. The officers in charge of the plant breeding and distribution work feel proud that no criticism of this nature has reached them.

"The most unfortunate feature of plant improvement and distribution is that no distinguishing

the number of tests for germination not to exceed ten in any one month. The number tested for mechanical purity will remain the same as formerly, not to exceed five a month.

THE WESTERN SEED AND IRRIGATION CO.

The Western Seed and Irrigation Co., Fremont, Neb., are wholesale seed growers for the large wholesale and retail seed and grain dealers, and their facilities are taxed to the utmost each season. The business, which was established in 1887 and incorporated in 1894, is increasing yearly, and they now contemplate making some extensive additions to enable them to handle their seed corn business to better advantage.

So far this season they have shipped over one hundred cars of seed field corn and several cars of seed sweet corn, besides numerous less-than-car-lot shipments of vine seeds, sweet and field corn. In fact, the business this season has increased nearly twenty-five per cent.

Fremont is the third largest city in Nebraska and is admirably situated for a business of this nature. The company's plant, as will be noted from the illustration, is an extensive one. It has



PLANT OF THE WESTERN SEED AND IRRIGATION CO., FREMONT, NEB.

marks can be developed on the improved strains. A variety of grain may be so improved that it will regularly and consistently yield several bushels more per acre than its common parent form, yet no one can tell the one from the other. After a variety has been distributed, dependence has to be placed in the parties to whom the seed was sent. So far we have had no reason to believe that anyone has failed to do a legitimate business with the improved seeds the station has sent out. A good strain spreads so rapidly, however, that it is impossible to trace it for more than two or three years. The fact that the distribution goes constantly on even after we lose all trace of it is enforced upon us by numerous letters received from people living in distant states in regard to varieties which we have sent out that are now in their hands."

GOVERNMENT SEED TESTS.

A letter has been issued by Edgar Brown, botanist in charge of Seed Laboratory, Bureau of Plant Industry, United States Department of Agriculture, giving notice of a slight change in the system of making government seed tests.

The number of samples of seed received for testing has increased rapidly during the year. In many cases more than five samples a month have come from the same source. Up to the present time the number of tests made for one firm or individual in any one month for either mechanical purity or germination has been limited to five.

In order to meet the growing demand for this work, arrangements have been made to increase

track connections with three of the main railway lines, giving the company excellent shipping facilities for reaching nearly all points.

TO PROMOTE SEED CULTURE.

What promises to be a movement of considerable importance has been started at Fond du Lac, Wis., where the Fond du Lac Order of the Wisconsin Experiment Association has been organized. The members are students of agriculture residing in Fond du Lac County and are also members of the Wisconsin Experiment Association.

The latter body now has about 1,100 members, who are scattered about the state, and the organization is fast growing unwieldy. Many members living at a great distance find it impossible to attend the annual conventions at Madison, and the influence of the Association is retarded. To improve this condition of affairs it is proposed to form various local associations similar to the Fond du Lac Order, which will work in harmony with the Experiment Association but not be directly controlled by it.

For the present the Fond du Lac Order will confine its efforts to making Fond du Lac County a great seed distributing center. The purpose is to promote the cultivation of pure bred seeds and elevate the standard so that the great seed buyers in the country will come to recognize Fond du Lac as the home of the best quality that the market affords. They hope, as an organization, to create a demand for Fond du Lac County seeds, and this in turn will work for the

benefit of the members, in that orders for seeds will be turned over to them. The Association does not propose to restrict itself to seeds, except for the present, and later on, when the Association has taken its proper place and prestige, attention will be devoted to stock. Annual conventions will be held in Fond du Lac and that city will be nominally the headquarters of the Association. Its business will be transacted through its officers at their respective homes. These officers are: President, J. P. Bonzelet, Eden; vice-president, Horace Whittaker, Byron; secretary and treasurer, Henry Michels, Malone.

CORN FAIR AT SPRINGFIELD.

From present indications it is probable that a great corn show will be held at Springfield, Ill., in October next. A committee of the Springfield Chamber of Commerce, which has had the matter in charge, reported favorably on the proposition on April 1.

A number of the most prominent corn men in the state were present and the matter was thoroughly gone over and much enthusiasm aroused. It was decided that at least \$10,000 must be raised first, in order to insure the success of the affair. Among those present were Prof. Holden, of the Iowa University; E. D. Funk, of Bloomington, president of the National Corn Growers' Association; Charles A. Rowe, president of the Illinois Corn Growers; Prof. J. Wilkes Jones, of Omaha; A. P. Grout, of Winchester; L. F. Maxey, of Curran, and John F. Clesby, of Arcola.

ACTIVE CAMPAIGN IN IOWA.

While a committee of the Iowa State Board of Agriculture is investigating to ascertain what weeds are prevalent in the state and what ones are doing the greatest amount of damage, the State Dairy and Food Commissioner's department is examining samples of seeds from all sections of the state to determine their purity. H. R. Wright, the commissioner, has a number of assistants busy examining samples of seeds sent to him.

Particular attention is being paid to clover seed and it is declared that samples of this seed are frequently received which are half weeds and dirt. There are samples there which contain a large amount of quack grass which has proven so damaging to farms in the northern part of Iowa. In some cases in Northern Iowa this quack grass has spread over entire farms, making it impossible to raise anything till the weed is killed out, and it has cost as high as \$20 an acre to kill it out.

Commissioner Wright has mailed to every newspaper in the state a card calling attention to the agricultural seed law and the necessity for vigilance in killing out the weeds. This card says concerning the law:

"It prohibits the sale of seeds containing quack grass, Canadian thistle, wild oats, the dodders and corn cockle. Standards of purity and viability are fixed which the seeds must attain; or failing which, the lots of seeds, when sold, must bear labels showing the names and percentages of impurities. The absence of such labels indicates that the seeds are up to the standards and true to name. The sale of seeds not up to standards and not properly labeled or of seed containing quack grass, etc., is prohibited under penalty of \$100.

"Samples may be sent to the undersigned for analysis, for which the law fixes a fee of 50 cents each. Samples have already been received showing fifteen different kinds of weeds present in an aggregate of 36 per cent by weight; and samples have been sent in from dealers for inspection showing more than 50 per cent of impurities. The buyer should insist upon a guarantee from his seed dealer that the seed complies with the standards of the statute."

When the samples are received by the department they are put through sieves of various sizes to separate the weeds. Most of the separation can

be done in that way. Weed seeds of the same size as the grain are then further separated from the sample by picking it over. In that way all the impurities can be removed. The vitality of the seed is, however, also an important feature and this is determined by other means.

A committee of the state board of agriculture headed by ex-Gov. Packard of Marshalltown has discovered that most of the weeds that are now causing the farmers of Iowa so much trouble have spread over the state during the last 20 years. Those causing the most damage are weeds that are not native to the state but have been brought in. Many of the worst of these weeds made their appearance only a decade ago and are now found in every section of the state.

L. B. CLORE.

The gentleman whose portrait is shown herewith is L. B. Clore of Franklin, Ind., who carried off first honors at the National Corn Show in Chicago last Fall, and who has won premi-



L. B. CLORE.

ums at every corn show at which he has exhibited. Mr. Clore makes a specialty of "Johnson County White Dent" and it was this corn which won over \$7,500 in prizes at the Chicago show.

In addition to the prizes at Chicago, which were detailed in this paper at the time, Mr. Clore has exhibited five years at the Illinois State Fair and four times won first prize on the best bushel of white corn, in a contest open to the world. At the recent state corn show at Purdue he won first on white corn in section, sweepstakes in section, sweepstakes white of all sections and grand sweepstakes all sections and all varieties. He also received the grand prize on corn at the Louisiana Purchase Exposition.

Mr. Clore does not grow corn on a large scale, usually planting about 50 acres, but he employs scientific methods of culture and is constantly striving toward higher and better things in corn. After the corn is harvested it is carefully stored and cured and reaches the purchaser in first-class condition.

THE GERMINATION OF COW PEAS.

The germination of cow peas has been made a study for some years by the United States Department of Agriculture. The high prices that prevailed for peas last year and are prevailing this year have made this question more interesting than ever, and the Department of Agriculture has recently issued a little bulletin from its seed laboratory, in which it is stated that 3,825 samples of cow pea seed have been received from planters and tested for germination. The quality of the seed was unusually poor, the average ger-

mination being only 62 per cent. The laboratory announces, through E. Brown, botanist in charge of the Seed Laboratory of the United States Department of Agriculture, that it is willing to test any cow pea seed sent in for that purpose.

THE PURE SEED BILL

The Committee on Interstate and Foreign Commerce, to which was referred the Mann bill (H. R. 13835) to regulate commerce in adulterated and misbranded seed and to prevent the sale or transportation thereof, and for other purposes, has reported the bill back to the House, with a few minor amendments and the recommendation that it be passed. The amended measure is as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the introduction into any state or territory or the District of Columbia from any other state or territory or the District of Columbia or from any foreign country or the shipment to any foreign country of any seed or bulbs adulterated or misbranded, within the meaning of this Act, is hereby prohibited; and any person who shall ship or deliver for shipment from any state or territory or the District of Columbia or to a foreign country, or who shall receive in any state or territory or the District of Columbia from any other state or territory or the District of Columbia or foreign country, and having so received shall deliver or offer to deliver, in original unbroken packages, for pay or otherwise, to any other person any seed or bulbs adulterated or misbranded within the meaning of this Act, or any person who shall sell or offer for sale in the District of Columbia or any territory of the United States any such adulterated or misbranded seed or bulbs, or export or offer to export the same to any foreign country, shall be guilty of a misdemeanor, and for such offense be fined not exceeding two hundred dollars for the first offense, and for each subsequent offense not exceeding three hundred dollars, or be imprisoned not exceeding one year, or both, in the discretion of the court. The Secretary of Agriculture shall make uniform rules and regulations for carrying out the provisions of this Act.

Sec. 2. That the term "seed" as used in this Act shall include all vegetable, flower, cereal, grass, clover, forage plant and other agricultural and horticultural seeds intended for seeding purposes.

Sec. 3. That for the purposes of this Act seeds and bulbs shall be deemed to be adulterated:

First. If seed purporting to be orchard-grass seed contain more than two per centum of seed of rye grass or meadow fescue; if seed purporting to be Kentucky bluegrass seed contain more than two per centum of seed of Canada bluegrass; if seed purporting to be red clover seed contain more than two per centum of seed of yellow trefoil; if seed purporting to be alfalfa seed contain more than two per centum of seed of yellow trefoil, burr clover and sweet clover, singly or combined; or if any seed or bulbs purporting to be of one kind or variety contain more than two per centum of another kind or variety, such other seed or bulbs being similar in appearance or of lower market value: Provided, That no seed or bulbs shall be deemed adulterated within the meaning of this paragraph when it is accompanied by a statement or label in the form and manner prescribed by the rules and regulations in this Act provided for, giving the name and amount or proportion of each of the kinds or varieties of seeds or bulbs contained therein.

Second. If seed of red clover, alsike clover, alfalfa or Egyptian clover contain seed of dodder; or if any seed contain weed seed, rendering it unfit for seeding purposes: Provided, That the provisions of this paragraph shall extend only to seed intended or offered for export to or imported from a foreign country.

Third. If any seed or bulbs contain, respectively, dead seed or dead bulbs or any other matter materially reducing the value for seeding or planting purposes: Provided, That this paragraph shall extend only to seed and bulbs intended or offered for export to or imported from a foreign country.

Fourth. If there shall be added to seed any weed seed or dead seed or any other matter materially reducing its value for seeding purposes.

Sec. 4. That for the purposes of this Act seed and bulbs shall be deemed to be misbranded:

First. When one kind or distinguishable named variety of seed or bulbs shall be offered for sale under the name of another kind or distinguishable named variety of seed or bulbs.

Second. If in package form, and the contents are stated in terms of weight or measure, they are not plainly and correctly stated.

Third. If the article be falsely labeled or branded

as to the state, territory, locality or country in which it is raised or produced.

Sec. 5. That no dealer shall be prosecuted under the provisions of this Act when he can establish a guaranty signed by the wholesaler, jobber or other party residing in the United States from whom he purchases such articles, to the effect that the same is not adulterated or misbranded within the meaning of this Act, designating it. Said guaranty to afford protection shall contain the name and address of the party or parties making the sale of such articles to such dealer, and in such case said party or parties shall be amenable to the prosecutions, fines and other penalties which would otherwise attach in due course to the dealer under the provisions of this Act.

Sec. 6. That the Secretary of the Treasury shall deliver to the Secretary of Agriculture, upon his request, from time to time samples of seed and bulbs being imported into the United States or offered for import, giving notice thereof to the owner or consignee, who may appear before the Secretary of Agriculture and have the right to introduce testimony, and if it appear from the examination of such samples that any seed or bulbs offered to be imported into the United States is or are adulterated or misbranded within the meaning of this Act, or is or are otherwise falsely labeled in any respect, or is or are of a quality forbidden entry into or forbidden to be sold or restricted in sale in the country from which exported, or is or are intended for adulteration purposes, the said seed or bulbs shall be refused admission under such regulations as the Secretary of the Treasury may prescribe: Provided, That the Secretary of the Treasury may deliver to the consignee such seed or bulbs, pending examination and decision in the matter, on execution of a penal bond for double the amount of the full invoice value of such seed or bulbs, together with the duty thereon, and on refusal to return such seed or bulbs for any cause to the custody of the Secretary of the Treasury when demanded, for the purpose of exclusion from the country, or for any other purpose, said consignee shall forfeit the full amount of the bond.

Sec. 7. That the term "territory" as used in this Act shall include the insular possessions of the United States. The word "person" as used in this Act shall be construed to import both the plural and the singular, as the case demands, and shall include corporations, companies, societies and associations. When construing and enforcing the provisions of this Act, the act, omission or failure of any officer, agent or other person acting for or employed by any corporation, company, society or association within the scope of his employment or office, shall in every case be also deemed to be the act, omission or failure of such corporation, company, society or association as well as that of the person.

Sec. 8. That this Act shall be known, described and designated as the Pure Seed Act of 1908.

Sec. 9. That this Act shall take effect and be in force upon the expiration of six months after its passage.

In his report on the bill, Mr. Mann discussed the adulteration of seed and declared that the practice had grown to such a frightful extent as to menace the farmer and the honest seedman. He referred particularly to the adulteration of clover and alfalfa seeds and gave figures to prove that the importation of low-grade and adulterated seeds is becoming so common as to require legislation for its control.

THE HEAVY BURDEN OF POOR SEED.

John Cownie, of the state board of control, says that the poor seed corn used by farmers of Iowa during the year 1907 cost the state \$45,000,000. He has been conducting an interesting lot of experiments for the state institutions, and shows by the samples of seed corn the experiments in the testing of vitality of corn used throughout Iowa by the average farmer, that out of the 9,000,000 acres of corn planted last year but about the product of 6,000,000 acres was actually harvested. The waste of 3,000,000 acres was due entirely, according to Mr. Cownie, to the poor seed corn used throughout the state by the farmers.

In dollars and cents this loss is abnormal. The corn to-day is selling at an average of 50 cents a bushel, and the average crop this past year was fully 30 bushels to the acre. This would be readily seen to foot up a net loss to the state of \$45,000,000 alone last year. The

loss in the past years is inestimable, and the farmers and corn raisers throughout Iowa have, through the use of poor seed corn, annually robbed their own pockets of millions of dollars, which has been lost because of the non-productive practice of using any corn which might be handy to plant the fields for the annual crop.

OHIO PURE SEED BILL DEFEATED.

The pure seed bill introduced into the Ohio legislature by Senator Berry was defeated by a vote of 11 to 15, many of the senators not voting. It was charged by Senator Berry, after the defeat of his measure, that it had been opposed by the largest lobby which has assembled during the present legislative session.

The bill provided for the inspection of seeds and grains of all kinds to be used for seeding purposes by the state dairy and food commission, and penalties where seeds or grains were found to contain 2 per cent or more of foreign substance or weed seeds.

The author and Senators West and Crist made the fight for the bill and Senator John C. Drake of Erie, who is a grain dealer, led the fight against it. He made the best speech of his senatorial career and no doubt brought about the defeat of the measure.

SEED INSPECTION IN TEXAS.

Active steps are being taken by the officials of the Texas Agricultural and Mechanical College to impress upon farmers of the state the necessity of rigidly inspecting all clover and alfalfa seeds.

Dr. O. M. Ball of the department of botany has repeatedly warned farmers and planters against the dangers of introducing highly pernicious weeds into alfalfa and other fields through impure agricultural seeds. It has been pointed out that Russian thistle, dodder, Johnson grass, and several varieties of burr clover and melilotus have been found growing in alfalfa fields in various parts of the state, and they have been introduced solely through impure alfalfa seed.

Another extremely noxious weed has made its appearance in alfalfa fields in widely separated parts of the state. This is charlock, or wild mustard. Specimens with inquiries concerning the nature of the weed have been received by Dr. Ball from points as far as 500 miles apart. One specimen came from the Red River, one from the Panhandle, one from the gulf coast, near Houston, and Dr. Ball himself found the weed growing in alfalfa near Corpus Christi and in South Texas. It appears to have been introduced during the past season through imported seed. One sample of such alfalfa seed, examined during the early Fall, was found to contain the seed of charlock. This seed has been imported from Germany. The plant is a rank, much-branched annual, growing about two feet high in the best soils, and strongly resembles mustard. It has an abundance of yellow flowers, which form knotty seed pods. The seed can be distinguished from that of cabbage only with the greatest difficulty. As one plant of charlock may produce as many as 20,000 seeds, the pest spreads with great rapidity.

KANSAS CORN COMMISSIONERS.

As evidencing the interest that has already been aroused in the National Corn and Grain Exposition to be held in Omaha next fall it may be stated that Governor Hoch has appointed the commissioners who will have charge of the Kansas exhibit. These appointments are honorary and the commissioners will serve without compensation. Prof. A. M. TenEyck, of the State Agricultural College, will be at the head of the commission and have general charge.

Following is a list of the commissioners named:

J. M. Gilman, Leavenworth, president Kansas Corn Breeders' Association; J. G. Haney, Oswego, manager Deming Ranch; H. H. Kern, Bonner Springs; Arthur Capper, Topeka Capital; W. M.

Kinnison, Garden City; C. B. Kirtland, Salina, miller; C. K. McClelland, Hays, superintendent of Fort Hays Experiment Station; A. F. Turner, Norton, professor agriculture in Norton County high school; S. W. Black, Columbus, professor agriculture in Cherokee County high school; C. Hoffman, Jr., Enterprise, miller; Edwin Taylor, Edwardsville, regent Agricultural College; W. E. Blackburn, Anthony, regent Agricultural College; I. D. Graham, Topeka, Kansas Farmer; T. B. Hubbard, Kimball.

THE RISK IN ALFALFA SEED.

I can render alfalfa growers no better service in one brief communication than to urge upon them, with emphasis, the utmost caution and painstaking in securing and sowing none but the highest quality of seed. This quality means not only seed demonstrated as 90 per cent or more germinable, but free from the adulterations and impurities, says Secretary Coburn of the Kansas Agricultural Department, in Orange Judd Farmer.

Recognizing the fact that much of the seed on sale is entirely unreliable, the agricultural department at Washington, and some of the more wide-awake experiment stations, have been making tests to discover the defects and values of seed ordinarily found in the market, and some startling revelations are the result. Tests conducted by various state experiment stations showed an alarming condition. The proportion of weed seed was equal to that of alfalfa seed in a few instances. In some cases the impurities far exceeded the pure alfalfa seed, in fact, some samples showed as high as 95 per cent impurities.

Of course, as a matter of fact, where bad seed is sown the actual result is a weak, poor stand of alfalfa and a dense growth of weeds. The land has to be plowed up and reseeded, the use of the land for a year is lost, and it has become foul with weeds, many of which will be newly introduced and noxious in character. These findings pointedly suggest that it is safe to buy seed of only a thoroughly reputable dealer or grower, whose name and guarantee stand for something. Get samples early and test them.

PURE SEED BILL INDORSED.

J. E. Northrup of Northrup, King & Co., Minneapolis, is quoted as follows regarding the pure seed bill introduced into Congress by Representative Mann of Illinois:

"The bill was presented to Congress by Representative Mann of Illinois. It provides that all seeds which are sold from one state into another shall be offered only under a statement as to their purity. It provides that no seeds that are mixed or contain adulterants shall be brought in from other countries and makes it a misdemeanor to carry on interstate or foreign commerce in seeds that are adulterated or misbranded. Much seed from foreign countries contain dodder and buckhorn. Both are noxious weeds, especially dodder, and any measure looking to the prevention of these seeds coming in is a long step in the right direction. A vast amount of harm has been done by the importation of these seeds.

"This move is of especial interest to Minnesota, for the clover seed of this state and Wisconsin takes rank as the best in the United States, and it is becoming a well-established fact that it will produce double the amount of hay that clover seed from further south will yield.

"The great difficulty with this bill as it now stands is that in some of its provisions it exacts what apparently are impossibilities. Seed is not made, it is grown, and there are many imperfections in seeds which cannot be remedied by the hand of man. The bill overlooks that fact, but doubtless in the course of time this will be recognized and remedied.

"A federal law which will afford purchasers protection and yet permit the farmer to grow seeds and the seedsman to do business will be heartily welcomed by the legitimate seed trade. But the

proposed bill has serious defects which must and doubtless will be remedied before its passage."

FIELD SEED NOTES.

It is said that many Iowa farmers are buying seed corn in South Dakota this season.

A "seed corn special" has been touring North Carolina and has met with an enthusiastic reception.

The building at Albert Lea, Minn., formerly occupied by the Thompson Seed Co., has been sold to the G. A. Olson Mfg. Co.

Many Kentucky farmers who have decided not to sow tobacco this season are putting in hemp and the latter seed is said to be in good demand.

The L. L. Olds Seed Co., whose plant at Clinton, Wis., was burned out recently, has received a number of flattering invitations to locate at other points.

The officials of the Pennsylvania Department of Agriculture are quoted as saying that not over 20 per cent of the corn crop harvested in the state last fall will germinate.

The Union Grain and Seed Co. has been organized at Bristol, Va., and will do a wholesale business. The capital stock is \$50,000 and Dr. A. J. Roller is president and general manager.

Governor Cummins has appointed Prof. P. G. Holden of the Ames College chairman of the committee to install the Iowa exhibit at the National Corn and Grain Exposition in Omaha this year.

The farmers of Berks County, Pa., are said to have paid this spring the highest prices for cloverseed, seed corn and seed potatoes that have been known since the inflated values prevailing during the Civil War.

The Hanson & Barzen Milling Co. of Thief River Falls, Minn., has established a wholesale seed department in connection with its branch at Crookston, Minn. A. G. Sandberg is the company's manager at the latter place.

Articles of incorporation have been filed by Euston & Co. of Chicago, Ill., to deal in flaxseed and its products. The incorporators are Alexander Euston, Edwin Euston and R. P. Prentys, and the capital stock is \$450,000.

An experiment station for the growing of alfalfa is being established in Sherman County, Kansas, near Goodland, under the direction of the United States Department of Agriculture. The purpose of the test is to grow alfalfa on the high and dry divide, not so much for the production of foliage as for seed. J. M. Westgate will be in charge of the work and will report to the department at Washington and to the Kansas Agricultural College at Manhattan.

Max Rinrichs, a pioneer farmer, living 14 miles southwest of Pullman, Wash., who is raising grass and grass seeds for export, has received a report from the Department of Agriculture at Washington on the condition of a lot of seed he sold the department. The report shows a high quality of seed and speaks highly of the production of seed in this country. Two samples of alfalfa seed showed 98.79 and 99.04 per cent pure. His red clover seed showed 98.62 per cent pure, and two samples of timothy seed were reported as 99.38 and 99.22 per cent pure seed.

On clover seed C. A. King & Co. of Toledo, Ohio, said in recent circular: "March is always the big spring month. It has been small this season because the crop and stock were very small. Shipments have been only 11,300 bags, against 19,000 last season; 18,900 two years ago; 36,000 three years ago and 29,000 four years ago. Receipts here this month have also been the smallest in late years. They have been only 2,200 bags, against 8,400 year ago; 4,200 two years ago; 6,300 three years ago, and 15,700 four years ago. April generally winds up the season, but occasionally shipments then are very large. They cannot be this season, as stock here is almost entirely exhausted and receipts will be light. Year

ago April receipts were 3,650 bags, against 5,700 two years ago and 1,500 three years ago. April shipments last year were 6,200 bags, against 26,000 two years ago; 9,300 three years ago and 16,600 four years ago."

The Hancock County (Ohio) Corn Growers' Association has been organized with several hundred members. The officers are: President, James W. Cook; vice-presidents, George F. Bial and S. E. Moorehead; secretary and treasurer, A. E. Kerns.

H-C GRAIN COMPANY.

The H-C Grain Co. is one of the institutions of Burrton, Kan., where the plant shown in the accompanying engraving is located. The business is owned by G. W. and J. F. Hoskinson, with A. G. Collins as manager. While the company buys grain and hay, a specialty of their business is the "H-C Stock Food," composed of 75 per cent corn and 25 per cent alfalfa hay, ground together, producing a feed that shows 10.41 per cent protein and 3.67 per cent of fat. It is packed in 100-bags and tagged according to law. Located as Burrton is, in the great Arkansas valley of Kansas, in a land of sunshine and dry lands, the mill is in the midst of an ideal alfalfa district and a fair



H-C GRAIN COMPANY'S PREMISES.

corn country, so that all their materials are obtained from first hands. There are also good railroad facilities, as billings can be used on Santa Fe, Frisco and Rock Island systems.

"FROSTED WHEAT" IN LAW.

What was invoiced as "wheat screenings" was imported, and was claimed to be subject to the duty of 10 per cent ad valorem, as a non-enumerated unmanufactured article, under section 6 of the tariff act of July 24, 1897. The deputy collector at Minneapolis classified it as wheat, and assessed the duty thereon at 25 cents per bushel, under paragraph 234 of schedule G of said act. Upon the importer's protest, and the evidence taken thereon by the board of general appraisers, upon which the decision of the board was based, it appeared that the commodity was not "wheat screenings," but was wheat of which the entire crop had been considerably injured by frost before the kernels were fully hardened by ripening, and were still in the "milk" or "dough" state, resulting in some shrinking or wrinkling of most of the grains, reducing the weight of a bushel to less than 50 pounds.

From that testimony it also appeared that such

wheat would not produce flour fit to be made into human food, and that such wheat would not germinate, and was worthless for seeding. The board of appraisers found the facts accordingly, and concluded that the article imported was different from the article intended by the designation "wheat," as used in the tariff, and therefore sustained the protest.

Upon the same evidence, the United States Circuit Court, in Minnesota, says (United States vs. W. P. Devereux Co., 135 Federal Reporter, 428) that it should concur with the decision of the board, and should regard the case like one where wheat had been ruinously scorched in a burning warehouse to such an extent that its capacity to germinate was gone, and that it had become unfit to be ground for breadstuff, and could no longer be rated or regarded as wheat in trade or commerce.

But after the removal of the cause to this court it was referred to one of the general appraisers to take and report further testimony; and many witnesses—among them, grain dealers and large farmers from North Dakota, having personal experience in frosted wheat—testified as to their personal knowledge and observation during several years when in that state the wheat crop was much injured by early frosts, and particularly respecting the crop of 1888, which was so injured by frosts early in August that the wheat which was harvested that year was of the same character as the imported commodity under consideration.

This testimony showed that considerable of that wheat of 1888 was put in the elevator warehouses and disposed of, other portions shipped by railroad and sold, and that the inhabitants of that region had it ground into flour at their local mills, and used the same for their bread, and that in the spring of 1889 the same farmers, to a large extent, used this frosted wheat for their seeding, and that it germinated and produced a good crop that year. Prof. Henry L. Bolley, teacher of botany at the Agricultural College of North Dakota, testified to careful experiments made by himself with samples of this very imported wheat to test its power of germination and value as seed, with the result that more than 70 per cent of the seeds planted germinated and grew as well, substantially, as the shoots from wheat of the highest grade planted at the same time.

This additional testimony, the court says, showed that the actual character of this imported commodity was very different from what was represented by the testimony received and considered by the board of appraisers. The single question was whether this article was wheat. No distinction as to grades of wheat is made by the tariff. A sample of the article showed the grains of which it was composed, and any person looking at such sample would unhesitatingly pronounce it to be wheat somewhat injured.

The testimony now showed that wheat similarly injured had been used to produce bread for human food by a whole community, including such large farmers as Mr. Dalrymple, with 600 men to subsist, and that it was but little inferior to wheat of the best grade for seeding purposes, and was actually dealt in as wheat, whether classified as "rejected" or as "no grade." Wherefore, the court reversed the decision of the board of general appraisers, and affirmed the assessment by the deputy collector.

Idaho expects to grow a good deal of corn this season. The experiment last year in the vicinity of Troy demonstrated that corn can be grown successfully and was so encouraging that a large acreage of the cereal will be planted this spring. Farmers on the rich Idaho farms will endeavor to grow corn for feed, thereby settling the difficult question of diversity and rotation in crops.

ELEVATOR AND GRAIN NEWS

ILLINOIS.

A farmers' elevator company will be organized at Budd, Ill.

Farmers in the vicinity of Minooka, Ill., met recently to discuss the erection of an elevator.

Homer Palmer is buying grain at Hillsdale, Ill., and contemplates building an elevator soon.

Thomas Hanley has commenced extensive improvements on his grain elevator at Merna, Ill.

The Farmers' Elevator Co. at Stonington, Ill., has purchased the Hill Bros. Elevator at that place.

Farmers in the vicinity of Brokaw, Ill., have under discussion the proposition of building an elevator.

It is reported the Maroa Elevator Co. has about decided to rebuild the elevator recently burned at Maroa, Ill.

Charles Allen will build a new grain elevator at Antioch Station, eight miles southeast of Hoopeston, Ill.

There is considerable talk among the farmers around Donnellson, Ill., of organizing and purchasing the Myatt Elevator.

Workmen have begun the construction of John Hoffman's new 10,000-bushel elevator at Mackinaw, Ill., which will cost \$5,000.

C. A. Busick of Bloomington, Ill., has recently acquired the grain elevator at Freeland Park, Ind. The property is valued at \$12,500.

Repairs and general improvements are being made on the Cole elevator at Peoria, Ill. A new drive has been built to the elevator.

John J. Ashbaugh's Elevator at Dunlap, Ill., has been purchased by L. B. Jackson and John Shehan, who will enter the grain business.

The Farmers' Grain and Coal Co., which recently purchased the James McDonald Elevator at Manito, Ill., took possession during March.

P. M. Essenpries of Pierron, Ill., has installed an Avery Automatic Scale in his elevator at Pierron. The machine has a capacity of 1,000 bushels per hour.

The Burrell Engineering and Construction Co. has the contract for a \$4,000 ear corn elevator and crib for the Illiopolis Farmers' Grain Co. at Illiopolis, Ill.

The Mansfield-Ford Grain Co. recently purchased a grain elevator at Walker, Ill., for \$8,000. The company also owns elevators at Illiopolis and Lanesville, Ill.

R. E. Ward, C. B. Clark and E. J. Earel represent a number of farmers around Abingdon, Ill., who will organize to purchase or build an elevator at that place.

The Avery Scale Co., North Milwaukee, Wis., recently supplied one of its automatic scales, of 1,000 bushels' capacity, to R. C. Parks, Kirksville, Ill., for his elevator.

G. W. Banc & Son of Ellsworth, Ill., are making additions to their grain elevator. B. S. Constant & Co. of Bloomington, Ill., furnished the necessary machinery.

The Middletown Grain & Coal Co. of Middletown, Ill., has installed Constant's Chain Feeder in the dump sink for handling ear corn more satisfactorily to the boot.

Fay Current of Homer has lately acquired his brother's, W. S. Current's, elevator at Indianola, Ill., and has taken possession. Fred Current, his nephew, will help him run it.

Incorporation papers have been granted the Windsor Grain Co. of Windsor, Ill., which is capitalized at \$8,000. S. L. Wallace, Charles Voris and Sylvester Clawson are the incorporators. The firm will deal in grain and supplies.

The Avery Scale Co., North Milwaukee, Wis., recently received an order for an automatic grain scale of 2,000 bushels' capacity, for the elevator of the Colfax Grain Co., Colfax, Ill.

A farmers' elevator company to be capitalized at \$6,000 is being organized at Medora, Ill. It is planned to secure the Adams Elevator and operate it along with other projects.

The Burnham Elevator at Ashton, Ill., owned by Charles H. Burnham, has been bought by L. J. Jeter & Son of Yorkville, Ill. R. W. Jeter, who has been in business at Franklin Grove, will remove to Ashton and have charge of the elevator.

The sale was negotiated by J. M. McGuire of Campus, Ill.

The Ellis Grove Milling Co., Ellis Grove, Ill., is putting in automatic scales for weighing wheat to the rolls. The Avery Scale Co., North Milwaukee, Wis., is supplying the scales.

The Farmers' Elevator Co. has purchased the elevator at Flanagan, Ill., belonging to the Flanagan Estate and until April 1 operated by Sherry Bros. The consideration is given as \$10,500.

It is reported that the subscription committee for the Wallace Grain and Supply Co., which intends building an elevator at West Ottawa, Ill., has disposed of about one-half of the entire stock.

Articles of incorporation have been filed by the Farmers' Grain Co. of Heaton, Ill., which is capitalized at \$10,000. The firm will deal in grain, coal, lumber, etc. Among those interested are Nelson E. Ross, Albert Norton and Phineas T. Remster.

The Grain Elevator Association of Little Indian, Ill., has been formally organized and has authorized the erection of a \$5,000 elevator. Fred Virgin is president and J. J. Bergen secretary and treasurer. Rucl Crum is chairman of the building committee.

Articles of incorporation have been granted the Farmers' Martinton Elevator Co. of Martinton, Ill., which proposes to deal in grain, coal and lumber. The capital stock is \$5,000. Among those interested are John W. Schroeder, A. J. Nouril and F. W. Schroeder.

The Bluff Springs Farmers' Elevator Co. has organized at West Cass, Ill., with Homer Colecan as president, and G. G. Trussel as secretary and treasurer. The company will build a \$5,000 grain elevator on the line of the Baltimore & Ohio Southwestern Railroad in West Cass.

Secretary S. W. Strong of the Illinois Grain Dealers' Association announces the following changes: McDonald Grain Co. sold to the Farmers' Co. at Green Valley; George W. Cole succeeds Cole & McDonald at Walnut Grove; Allen Grain & Elevator Co. succeeds Jay M. Allen at Decatur; A. D. Ricketts succeeds Morrison & Grindley at Savoy; Barracks, Williamson & Co. succeeds Roe, Barracks & Co. at Hayes; E. D. Lausch & Son succeeds Walter Stickney at Warren; James H. Kerrins succeeds the Rogers Grain Co. at Chatsworth; John J. Ashbaugh succeeds Christopher & Ashbaugh at Dunlap; George S. Flessner succeeds P. A. Felter at Secor.

The Raymond Farmers' Grain and Supply Co. has been incorporated at Raymond, Ill., to deal in grain and supplies. The company is capitalized at \$10,000 and is composed of 100 farmers of that locality. W. C. Ribhaw is president; F. A. Lott, secretary; Charles Kelmel, treasurer, and James A. Bradley, manager. The Hill Elevator has been purchased and immediate possession secured. Mr. Bradley has been manager of this plant for many years. He bought grain for the Pratt-Baxter Grain Co., later for Hill Bros. & Crow, later for Hill Bros., and will remain as buyer for the new company. The purchasers will remodel this elevator, putting in new machinery and making other needed repairs.

E. R. Bacon of Chicago, Ill., has taken over the old McReynolds Elevator at South Chicago and will operate it as a private house, under the name of the Keystone Elevator Co. The plant has a capacity of 1,500,000 bushels, and last year was repaired and made regular, a guarantee fund of \$20,000 being put up by a number of receivers. They failed to give it enough storage business to make it pay, and those who have been running it became tired of operating it at a loss. It is taken as an indication that there is no money to be made in running a strictly storage house for grain, as no sooner is grain put into the house than it is drawn out by parties interested in other elevators.

Kirkpatrick, Lackland & Co. have disposed of their elevators at Chenoa and Ballard, Ill., to Frank Warner of Fisher, Ill., the transfer being made on March 13. This comprises their elevator and grounds, 180 feet of frontage on the main business street, and the lots on which their corn cribs are located west of the Alton tracks in Chenoa; also their first and second elevators, oats granary, corn cribs and residence property at Ballard and five miles of metallic circuit telephone line connecting their Ballard and Chenoa grain offices. These elevators are new, having been but recently erected and of the most modern types, being cribbed houses and equipped with Fairbanks Gasoline Engines, Fairbanks Wagon Scales, improved cleaners and Fairbanks Automatic Loading Scales. Possession will be given May 1 next. The firm of Kirkpatrick, Lackland & Co. has been in business in Chenoa for thirteen years. It is composed of E. M. Kirkpatrick of Parma, Ida.; C. E. Bates of Mendota, Ill., and L. E. Lackland of Chenoa, who has been the

resident manager. The new owner, Mr. Warner, has been twenty-one years in the grain business and but recently sold his elevator interests at Fisher, Ill. The office forces of the former firm, with William G. Abbott in charge at Chenoa and A. J. Stattler at Ballard, will remain with the new owner and the business will be conducted in the same manner as heretofore.

IOWA.

Farmers are promoting an elevator company at Hull, Iowa.

Mr. Neil is building a new elevator at New Sharon, Iowa.

There is talk of organizing a farmers' elevator at Jewell, Iowa.

A farmers' elevator company is being organized at McCallsburg, Iowa.

Burgess Carr of Swaledale, Iowa, proposes to build a grain elevator at that place.

Peterson Bros. are building a new corn elevator and power house at Evergreen, Iowa.

Certain farmers in the vicinity of Jewell, Iowa, are organizing a farmers' elevator company.

Jacob Pohl will build elevators at Hampton and at Reeve, Iowa, stations on the Des Moines Short Line.

John Ketman has purchased the elevator on the M. & St. L. tracks at Humboldt, Iowa, and will move it away.

Farmers at Maurice, Iowa, have already subscribed \$3,000 towards buying one of the line elevators there.

A new elevator has just been completed at Downey, Iowa, for the D. Rothschild Grain Co. of Davenport, Iowa.

Miller & Crabb have leased the elevator at Greeley, Iowa, and will conduct a general grain and feed business.

Work has been commenced on the rebuilding of the Plymouth Elevator at Doon, Iowa, which was recently burned.

Clem Falcon and F. W. Howson have formed a partnership at Mt. Vernon, Iowa, and will operate the Northern Grain Co.'s Elevator.

H. F. Pietzman is president of the Farmers' Co-operative Co. recently organized at Grimes, Iowa. J. H. Baumann is vice-president of the company.

D. M. Riggs has let the contract for his elevator at Lone Tree, Iowa, and the building will be rushed to completion. The foundation was placed last fall.

The Farmers' Elevator Co. has taken possession of the Northern Grain Co.'s Elevator at Fairfax, Iowa, and Alex McClintock has been placed in charge.

Stock is being sold in the Farmers' Co-operative Elevator Co. recently organized at Little Cedar, Iowa. It is expected arrangements will soon be made for a new building.

The Wells-Hoard Grain Elevator at Knierim, Iowa, was closed last month by the manager, J. J. French. It is reported the plant has not been earning expenses since the Farmers' Elevator Co. entered the field.

Farmers around Maurice, Iowa, have recently organized to deal in grain. H. H. Vande Brake, William Dealy, Henry Van Peurse, P. G. DeJong, J. C. Emery, S. Van Horssen and H. J. Waarutjes were elected directors.

About 150 farmers residing near Orange City, Iowa, have incorporated the Farmers' Mutual Co-operative Association, with J. Roghair as president; A. Heemstra, treasurer, and J. A. Mauw, secretary. The Association has purchased an elevator and will buy grain.

Joseph Wagner has transferred his interests in the Wagner Bros. Elevator Co., of Storm Lake, Iowa, to his brother, George Wagner. Their elevator was recently burned, but the loss was largely covered by insurance. George Wagner will continue the business.

Work on the new 120,000-bushel elevator the firm of Cannon, Haase & Metcalf is constructing at Granville, Iowa, is progressing rapidly and should be completed by June 1. The structure is being built entirely of concrete and will be the largest elevator in Sioux County.

Douglas & Co., Cedar Rapids, Iowa, are installing an automatic scale for weighing their gluten feed. The machine, which was supplied by the Avery Scale Co., North Milwaukee, Wis., will be used both for sacking and weighing in bulk and has a capacity of 1,000 bushels per hour.

An effort is being made by the newly incorporated Farmers' Elevator Co. of Winfield, Iowa, to secure the VanDyke Elevator. The new company is capitalized at \$10,000, half paid in. O. E. Wilson has been elected president; John Gladd,

vice-president, and J. W. Canby secretary and treasurer.

J. K. Patton has disposed of his interests in the grain firm of I. L. Patton & Co., at Laurel, Iowa, and the firm will hereafter be I. L. Patton & Sons. J. K. Patton may locate in Marshalltown.

EASTERN.

J. E. Kent has installed an electric motor in his grain warehouse at Newmarket, N. H.

E. L. Oviatt has sold his grain business at Litchfield, Conn., to Frederick Seeley of Thomaston, Conn.

F. E. Thompson's new grain elevator at Carlisle, Pa., is practically completed and will soon be placed in operation.

F. J. Olds and Arthur Miller, his brother-in-law, have purchased the grain business conducted by Ed Bass at Andover, Conn.

Frank S. Kirk of Bristol, N. H., has installed a new 3-horsepower gasoline engine to drive the hoisting machinery in his grain store.

The Avery Scale Co., North Milwaukee, Wis., recently shipped an automatic grain scale of 1,000 bushels' capacity to the Glen Mills Co., Rowley, Mass.

C. R. Hollister of South Glastonbury, Conn., has sold his grain business to Miller & Bancroft. The new firm comprises E. Percy Miller of South Glastonbury and Louis Bancroft of South Windsor.

The S. W. Thomas Co. of New York, N. Y., has been incorporated to deal in grain and produce. It is capitalized at \$100,000 by Samuel W. Thomas, Julia M. Thomas and Phillip W. Meyer, all of Brooklyn, N. Y.

Among the new incorporations is the Devereux Co. of Castine, Me., which is capitalized at \$50,000, for the purpose of dealing in grain, hay, flour, etc. Arthur M. Devereux is president and Pauline E. Devereux is treasurer.

The Pennsylvania Railroad Co. has let the contract for the construction of a large floating grain elevator to be built for use in the Philadelphia harbor. The hull of the elevator will be of steel and the craft will be equipped with the most modern machinery.

Articles of incorporation have been filed by the Mystic Grain Co. of Stonington, Conn., which has a capital stock of \$7,500. The officers are Ernest E. Rogers, president and treasurer, and Courtlandt K. Palmer, secretary. Both are residents of New London.

Articles of incorporation have been granted the Monmouth County Farmers' Exchange of Freehold, N. J., which is capitalized at \$100,000. The exchange will deal in grains, seeds, mill products, fruits and other produce. H. V. M. Dennis, D. A. Statesie and W. A. Conover are among those interested.

OHIO, INDIANA AND MICHIGAN.

W. H. Lester is building an elevator at Mount Forest, Mich.

M. P. Shanahan will erect a bean elevator at Lamb, Mich., this spring.

Senur Rhode has commenced the erection of an elevator at Chatterton, Ind.

T. B. Marshall & Co. of Kirkwood, Ohio, have sold their elevator to C. N. Adlard of Piqua.

Eikenberry & Ireton Bros. are making preparations to rebuild their elevator at Haviland, Ohio.

I. L. Storms has sold his grain elevator at Clarks Hill, Ind., to C. L. Graves of Frankfort, Ind.

Adams & Johnson have just completed the construction of a commodious elevator at Grammer, Ind.

W. B. Lynch has contracted for a new grain elevator to replace the one burned at Darlington, Ind., last August.

The Michigan Cereal Co. will erect a modern elevator at Millersburg, Mich., the work to be started at once, so as to be finished in time for the crops.

G. G. Davis, Goldsmith, Ind., is going to put automatic scales in his new elevator. They will be supplied by the Avery Scale Co., North Milwaukee, Wis.

The Otterbein Grain Co. of Otterbein, Ind., has bought a No. 2 U. S. Corn Sheller, the new improved pattern, from the B. S. Constant Co. of Bloomington, Ill.

D. R. Kessler of Greenville, Ohio, proposes to erect two commodious grain elevators at Casstown and North Hampton, Ohio, on the Springfield, Troy and Piqua Electric Railway. In the past two months 125 carloads of grain have been handled for one elevator alone over this line. This elevator

is located at Christiansburg and is one of the largest elevators in this portion of the state, having a capacity of 45,000 bushels.

The B. & O. R. R. Co. has authorized the building of a 500,000-bushel grain elevator at Mount Clare, O., and work is now in progress on the construction of one-half of it.

Incorporation papers have been filed by the Kingsbury Grain Co. of Kingsbury, O., which is capitalized at \$10,000, by George Thiermacher, Michael Obert, Charles Bender, Allen Fought and Peter Widman.

Miller & Walker of Flora, Ind., will add one stand of elevators, a No. 2 U. S. Corn Sheller and Constant's Chain Feeder to their elevator at once. The B. S. Constant Co. of Bloomington, Ill., will furnish the machinery.

Articles of incorporation have been granted the La Grange Elevator Co. of La Grange, O. H. H. Forbes, J. M. Starr, A. J. Lewis, P. M. Johnston and Z. R. Parsons are the incorporators. They have capitalized at \$20,000.

The Gwinn Milling Co., Columbus, O., is putting in automatic scales in its mill. Two machines will be installed immediately, each of two bushels' capacity per hour. These are being supplied by the Avery Scale Co., North Milwaukee, Wis.

G. G. Davis of Goldsmith, Ind., is making improvements and will install a No. 2 U. S. Corn Sheller, manufactured by the B. S. Constant Co. of Bloomington, Ill. The contract is in charge of the Burrell Engineering & Construction Co. of Chicago.

The Grass Lake Elevator Co., which has been doing business for several months at Grass Lake, Mich., has filed articles of incorporation. The company is capitalized at \$5,100, all paid in. The stockholders are Miar E. McLaughlin, Herbert A. Dewey and Russell E. Ward.

Earl Thorne has practically completed the addition to his grain elevator located on the Michigan Central at Bay City, Mich. The addition is a duplicate of the present elevator, which is 50x100 feet in size and three stories high. The new addition will be used almost exclusively for the handling of beans. A modern bean picker, operated by a gasoline engine, will be installed and, in addition, a force of upwards of a dozen girls will be employed to operate hand picking machines. The elevator was erected last year and the business has grown to such proportions that the building was insufficient for the needs of the owner.

MISSOURI, KANSAS AND NEBRASKA.

D. W. Finney is building a grain elevator at Neosho Falls, Kan.

A new 30,000-bushel grain elevator is to be built at Leavenworth, Kan.

The South Park Grain Co. at St. Joseph, Mo., has just installed a grain tester.

Miner & Co., a Chicago grain firm, has opened offices at St. Joseph, Mo., with L. M. Sickels as manager.

Parties from Nortonville are about to erect a new grain elevator at Cummings, Kan., the work to be started at once.

The owners of the Lona Bealmer Warehouse at Atlanta, Mo., are moving that building to make room for a modern elevator.

Work has been commenced on the Lamar Milling and Elevator Co.'s new elevator at Garden City, Kan.; in fact, the concrete work is well under way. The structure will be four stories high.

James Stewart & Co. of Chicago have the contract from the Chicago, Milwaukee & St. Paul Railroad to build nine cement tanks adjoining the present tile tanks at their elevator, Coburg, Kansas City, Mo.

Articles of incorporation have been filed by the Farmers' Co-operative Grain and Supply Co. of Ashton, Neb., which is capitalized at \$24,000. The incorporators are Leo Klein, W. C. Dunker and Frank Bonazenski.

The Farmers' Elevator Co. has let the contract for a 30,000-bushel elevator at Shelton, Neb. The company was recently organized, with a capitalization of \$20,000, and will commence business within another six weeks.

T. O. Raymond & Son have taken possession of the elevator at Douglas, Kan., which they recently purchased. L. E. Raymond, the son, is in charge of the plant and has been putting it in shape for active business.

Incorporation papers have been granted the Liberty Grain Co. of Liberty, Neb., which is capitalized at \$10,000. The officers elected are William C. Huntington, president; W. A. Stahl, treasurer; A. E. Martz, secretary; E. A. Adams, F. J. Fentiman, D. Douglas, P. C. Goin and George Sutter,

directors. The company will either purchase or build an elevator.

The Trans-Mississippi Grain Co. will install an improved Hall Signaling Non-mixing Distributor in its elevator at Shelby, Neb.

The Hunter Milling Co. is preparing to build two new grain elevators in Sumner County, Kan., one at Argonia and the other at Mayfield. Each will have a capacity of 7,000 bushels.

The Fairmont Mills, Fairmont, Neb., will build a new 50,000-bushel elevator after June 1. They will also wholesale and retail coal, as they own and operate mines in Illinois and Missouri.

T. M. Kanavel, who recently succeeded William Finn in the grain business at Sedgwick, Kan., writes that he is putting in a lot of repair work on his elevator. He will have an ideal plant when the improvements are completed.

George Legler is about to erect a 20,000-bushel grain elevator at Leavenworth, Kan. The building will be frame, covered with galvanized iron. Mr. Legler formerly lived in Leavenworth, but he is now the managing owner of the Legler Hay and Grain Co. of Kansas City. The elevator which his company proposes to build will be a station for buying grain from Leavenworth County.

The Farmers' Elevator Co. of Marietta, Kan., has been dissolved and a new company organized under the title of the Marietta Stock & Grain Co., capitalized at \$10,000. The officers are: President, Frank Locke; secretary, Henry Hegler; treasurer, Arthur Cottrell. The elevator will be in charge of Gilbert Howell. The old company was organized by a number of the farmers of that neighborhood about seven years ago. Then the elevator was a frame structure and had a capacity of 50,000 bushels. About two years ago it was destroyed by fire and in the fall of the same year it was replaced by a cement structure with a capacity of 10,000 bushels.

MINNESOTA AND WISCONSIN.

A farmers' elevator company is being promoted at Gaylord, Minn.

W. W. Lewis has started in the grain business at Ridgeway, Wis.

A farmers' elevator company is to be organized at Lancaster, Minn.

L. W. Lindstrom is building an elevator on his farm at Sardis, Minn.

The Western Elevator Co. has closed its elevator at Ellendale, Minn.

P. Ecklund of St. Peter, Minn., is building an elevator at Oakfield, Wis.

There is considerable talk of building a farmers' elevator at Hallock, Minn.

The Federal Elevator at Lake Park, Minn., has been closed for an indefinite time.

C. W. Mundstock is one of those working for a farmers' elevator at Atherton, Minn.

Work on the Monarch Elevator Co.'s new building at Wheaton, Minn., will commence soon.

Stock is being sold in a farmers' elevator company now being organized at New London, Minn.

The Imperial Elevator at Argyle, Minn., has shut down and Agent Mack has gone onto his farm.

A committee of farmers is soliciting subscriptions for stock in a farmers' elevator at Barnesville, Minn.

Farmers about Fosston, Minn., contemplate forming a company to operate the grain elevator at that place.

The Great Western Elevator Co. has closed its elevator at Lafayette, Minn., for the remainder of the season.

The Farmers' Elevator at Elko, Minn., has been sold to the Sibley County Bank, which held a mortgage on it.

J. C. Kain of Bismarck has been assisting in the organization of a farmers' elevator company at Barney, Minn.

A farmers' elevator company has been organized at Ashby, Minn., and the Exchange Elevator will be purchased.

Work on the new 40,000-bushel elevator being built for Denhart & Alguire at White, Minn., is now well under way.

It is reported an effort is being made to reorganize the Hendrum Elevator Co. at Hendrum, Minn. A co-operative policy will be adopted.

The Soo Railroad Co. is getting its plans into shape for the construction of its new elevator at Superior, Wis. The blue-prints show that the company will first build an elevator with a capacity of 1,000,000 bushels. There will be a small working and shipping house, surrounded by

concrete tanks. The elevator is to be equipped with improved machinery.

J. J. Gergen has purchased the farmers' elevator at Vermilion, Minn., and has already put it in operation. The purchase price was less than \$10,000.

The New Prague Flouring Mill Co., New Prague, Minn., is putting in a three-bushel Avery Automatic Wheat Scale in its mill for weighing to the rolls.

Peter Morton of Winthrop, Minn., has organized a Farmers' Elevator Co. at Pettis Siding, Minn., and sold his elevator, which he had recently purchased.

The Benson Elevator at Slayton, Minn., has been remodeled and raised several feet. Various other improvements have been made to facilitate the handling of grain.

Work has commenced on the new grain elevator at Dalton, Minn., which is being built for the Dalton Co-operative Co. It will cost \$3,530, and will be finished by May 15.

A number of farmers in the vicinity of Alvarado, Minn., have organized a farmers' elevator company and have already subscribed \$3,000 or more towards the stock. Among those interested are Daniel Nordstrom, Paul Paulson, A. Hill, Henry Oberg and others. It is the intention to raise \$6,000.

Articles of incorporation have been granted the Farmers' Elevator Co. at Brandon, Wis., which is capitalized at \$10,000. The incorporators are J. F. Whiting, H. J. Liner, J. H. Dixon, W. S. Williams and J. Grebink.

The Eden Valley Farmers' Elevator Co. of Eden Valley, Minn., has incorporated with a capital stock of \$10,000. The incorporators are Thomas Coulter, J. Y. Winings, Joseph Westrup, Michael Foley, John Fink and others.

The John D. Gruber Co. has been incorporated at Minneapolis, Minn., with a capital stock of \$250,000. It is proposed to build and operate grain elevators. The incorporators are John D. Gruber, James M. Gruber and J. Henry Gruber.

Articles of incorporation have been filed by the Farmers' Elevator Co. of Marietta, Minn., and the directors are now arranging to either purchase or build an elevator. John M. Pfister is president. P. J. Varhus, secretary, and Ole Nygaard, treasurer.

Incorporation papers have been filed by the Equity Elevator Warehouse Co. of River Falls, Wis., which is capitalized at \$8,000. The incorporators are Thomas Stapleton, John L. Chapman, Frank W. Bliss, Frank Pomeroy and Alexander Ewart.

The Oakfield Elevator Co. of Oakfield, Wis., has increased its capital stock from \$7,000 to \$8,000. It is planned to build a new elevator in place of the one which was burned and work will begin as soon as the weather permits. F. H. Messmer is president and W. E. Eberhardt secretary of the company.

CANADIAN.

The Saskatchewan Elevator Co. is building large coal sheds at Buchanan, Sask.

There is said to be a splendid opening for a grain elevator at Elfros, Sask.

Vinton Severy of Chase's Mills, Me., is building an elevator at Middleton, Ont.

An opportunity is open for someone to build a grain elevator at Candahar, Sask.

The Saskatchewan Elevator has started work on its new sheds at Langham, Sask.

Fire destroyed the elevator owned by the Imperial Elevator Co. at Rosenfeld, Man., on March 19.

The Board of Trade at Vancouver, B. C., favors the proposal to construct a public elevator at that place.

The Lang Farmers' Elevator Co., Ltd., at Lang, Sask., has bought out the firm of Smaill & Parks, implement merchants.

The North Star Grain Co.'s Elevator at Milestone, Sask., is nearing completion and will soon be ready to receive grain. It has a capacity of 25,000 bushels.

J. Callard has been appointed superintendent of the Canadian Pacific Railway Elevator at Owen Sound, Ont., to fill the vacancy caused by the death of J. H. McQueen.

G. McCulloch & Sons, Souris, Man., will operate the Wheat City Four Mills Co.'s elevator and mill at Brandon, Man. The company's finances have been straightened out in a satisfactory manner.

Fort William grain dealers have forwarded complaints to the C. P. R. eastern and western headquarters at Montreal and Winnipeg, respectively, as to delay in furnishing cars at Fort William, Ont., for the removal of grain to the seaboard. It is alleged that orders have been placed for 1,700

cars, and that non-fulfilment of these orders has caused a block in the grain trade there, while storage charges often wipe out the dealers' profits.

J. Fisher, representing the British Consolidated Mills Co., London, England, who has been visiting Manitoba recently, expressed himself as in favor of the proposal to build sixty elevators in the West during the ensuing summer.

A farmers' elevator company has been organized at Frobisher, Sask., and \$3,000 has already been subscribed. A committee consisting of J. Gien, A. L. Sherwin, A. McMasters, W. Ching and G. Munro has the matter in hand.

Articles of incorporation have been filed by the Great West Grain Co., Ltd., of Brandon, Man., which is capitalized at \$50,000. The incorporators are Jos. H. R. Gillespie, Charles H. Lamontague, Clara M. Lamontague, John R. Brodie and Mabel A. Brodie, all of Brandon.

SOUTHERN.

W. R. Rice has purchased the business of the Brady Brokerage Co., consisting of a grain and feed business, at Brady, Texas, from W. G. Bolding.

W. K. Henry and P. P. Hindmarsh of Provo, Utah, have purchased a large business property, which they will soon occupy with their grain business.

Lee Hudson has disposed of his grain business at Tullahoma, Ala., to Gibbs & Miller of that place and Sparta. The building Mr. Hudson occupied was sold to another party.

A report from Nashville, Tenn., says the Grand Trunk Pacific Railroad Co. is about to erect the largest elevator in the world at Mission River. It will have a capacity of 1,000,000 bushels.

Articles of incorporation have been granted the Ganado Elevator and Warehouse Co. of Ganado, Texas, which is capitalized at \$25,000. The incorporators are T. N. Mauritz, W. A. Shutt and C. H. Brown.

Articles of incorporation have been granted the People's Grain & Feed Co. of Oklahoma City, Okla., which is incorporated with a capital stock of \$20,000. Those interested include L. S. Mitchell, T. J. Mitchell and A. P. Crockett.

F. W. Hipple has razed his elevator at Wakita, Okla., and is rebuilding it in improved style and with a larger capacity. New machinery will be installed and the elevator when completed will be one of the most modern in the state.

Articles of incorporation have been granted the Union Grain & Seed Co. of Bristol, Va., which will conduct a wholesale business. Dr. A. J. Roller of Bristol is president and general manager. The company is capitalized at \$50,000.

The P. H. McGuire & Sons Co. has been incorporated with a capitalization of \$2,750 to engage in the grain business at Salt Lake City, Utah. P. H. McGuire is president, Francis P. McGuire is vice-president and Louis C. McGuire is secretary and treasurer.

T. H. Bunch & Co. have found it necessary to make another addition to their elevator at Argenta, Ark. An addition was made during the winter, but the demands upon the business have made it necessary to build another large two-story addition to the south end of the elevator. The framework is already up and workmen are pushing the job as fast as possible.

Workmen have practically completed the installation of the No. 8 Hess Grain Drier and Cooler in the plant of the Kentucky Public Elevator Co. of Louisville, Ky. The new apparatus has a capacity of 30,000 bushels daily, and with the exception of the Hess Driers at New Orleans is the largest drier south of the Ohio River. The work of installing is in the hands of the Witherspoon-Englar Co.

The elevator at Port Arthur, Texas, has closed its season after the heaviest run in its history, more than 4,500,000 bushels of grain being handled. Many new improvements were added during the past season, including a four-story drying house and much new machinery, with the addition of four loading chutes and the extension of the slip alongside the elevator so that two or more vessels can be loaded at the same time.

The firm of Byrd Douglas & Co. has ceased to exist at Nashville, Tenn., after operating for more than thirty-five years. The decision of Mr. Byrd Douglas to quit business for a while was made shortly after the fire which destroyed the stock of the firm and wrecked its building on Second Avenue. The new firms which have grown out of the old company are S. G. Douglas & Co. and Cowser & Cowser. The Messrs. Cowser were formerly connected with the old establishment and have opened up for business at 823-825 Second Avenue, North. S. G. Douglas, head of the S. G. Douglas Company, is a son of

the senior member of the old firm and has opened offices in the Davidson-Benedict Co.'s building on First Street. He will later build a warehouse, although for the present he is doing business through the various elevators of the city.

It is understood the Pendleton-Corbett Grain Co., formerly of St. Louis, Mo., is considering locating its offices in Nashville, Tenn. A deal is now pending for 500 feet of ground conveniently located for railroad facilities. If this piece of property is purchased the firm proposes to erect a big warehouse capable of holding many cars of hay, and for the present make a specialty of this line. Eventually they will probably erect a grain warehouse and elevator.

DAKOTAS.

Farmers around Wallace, S. D., are organizing an elevator company.

Claude W. Thompson has sold his elevator at Hurley, S. D., to Harry Pier.

It is reported a 35,000-bushel elevator is contemplated at Gull Lake, N. D.

The Washburn Grain & Feed Co. of Washburn, N. D., has shut down for the season.

J. Gogin and others are planning to build a farmers' elevator at Osnabrock, N. D.

A Mr. Reetz will build an elevator at Douglas, S. D., the work to be started at once.

A farmers' co-operative elevator company will undoubtedly be established soon at Madison, S. D.

The Great Western Railroad Co. has moved its grain elevator at Elliot, N. D., to a better location.

A movement is now on foot to organize a farmers' elevator company at Portland Junction, N. D.

The question of building a farmers' elevator at Willow City, N. D., is demanding considerable attention.

Mr. Ellsworth has moved to Mitchell, S. D., from Kandiyohi, Minn., and will enter the grain business.

At Bridgewater, S. D., sufficient stock has been sold in the farmers' elevator company to insure its success.

Farmers in and around Crosby, N. D., have organized an elevator company. Shares are valued at \$100 each.

The Booge Elevator Co. of Booge, Iowa, have decided to purchase the elevator of the Harrington Grain Co.

Liberal subscriptions are being received toward the Farmers' Elevator Co. now being organized at Geddes, S. D.

A Mr. Shanard of Bridgewater, S. D., has purchased the Reliance Elevator Co.'s plant at Alexandria, S. D.

There has been some talk of building an elevator at St. Marys, S. D., although no plans have been made as yet.

The Occident Elevator Co. will build an addition to its elevator at Montpelier, N. D., for storage of flour and feed.

At a recent meeting of farmers steps were taken toward the formation of an elevator company at Egeland, N. D.

It is understood the newly organized Farmers' Elevator Co. at Englevale, N. D., will secure one of the old line elevators.

Farmers in the vicinity of Kermit, N. D., are organizing an elevator company, which will probably build an elevator there.

Jim Mulligan of Manchester, S. D., has purchased the Barber Elevator at Manchester and will operate it in the future.

The Farmers' Co-Operative Co. at Britton, S. D., has purchased the Kelly Elevator for \$8,000 and will soon be given possession.

Articles of incorporation have been filed by the Artesian Elevator Co. of Artesian, S. D. The company is capitalized at \$25,000.

Sufficient stock has been sold by the Farmers' Elevator Co. at Hayti, S. D., to warrant the immediate construction of an elevator.

Farmers are organizing an elevator company at Mooreton, N. D., where a meeting was recently called to discuss the project.

A farmers' elevator company is being organized at Deisem, N. D. Some of the boosters are W. D. Oliver, H. E. Sox and W. Pepper of Edgeley, N. D.

A committee of farmers is promoting a farmers' elevator company at McVie, N. D., and already has secured a large number of subscriptions.

Incorporation papers have been granted the Madison Farmers' Elevator Co. which has just been organized at Madison, S. D. The company is capitalized at \$25,000. Officers of the company

are M. E. Hart, president; A. G. Schmidt, secretary.

The directors of the Farmers' Co-operative Elevator Co. have authorized a committee to secure plans for a new elevator at Leeds, N. D.

The Farmers' Elevator Co. at Wolford, N. D., has been given the northerly elevator site on the Great Northern Railway at that place.

The Farmers' Elevator Co. at Goodrich, N. D., is progressing, and arrangements are now being made to buy or build an elevator this spring.

E. C. Oathout, secretary of the Farmers' Elevator Co. at Ethan, S. D., opened bids for the construction of a new elevator there on April 4.

M. King & Co. will start at once the construction of an elevator at Kaylor, S. D. The firm has already bought considerable grain at that place.

Incorporation papers have been filed by the Farmers' Co-Operative Grain Co. of Britton at Britton, S. D. The company is capitalized at \$25,000.

Work has been completed on the new elevator at Estelline, S. D., and the contractors have departed. This is the fourth building of this nature in the town.

The burned Atlantic Elevator at Fairdale, N. D., is to be replaced this spring. Plans are being prepared for a modern structure of spacious proportions.

A farmers' elevator company is under consideration at Manvel, N. D. W. W. Reyleck is president of the Commercial Club, which will help boost it.

Schaefer Bros. & Co. have purchased the James Hanskutt Elevator on the C. M. & St. P. Ry. at Wolsey, S. D., and have installed J. W. Montgomery as buyer.

A movement is on foot to organize a farmers' elevator company at Portland Junction, N. D. The Northwestern Elevator at that place burned down on March 24.

The Farmers' Elevator Co. has been incorporated at Grandin, N. D., with a capital stock of \$50,000. The directors include Joseph Sim, N. A. Colby and James Bill.

The Farmers' Elevator Co. at Fessenden, N. D., is to be incorporated with a capital stock of \$7,000. Among those interested are Herman Scheer and D. Neuenschwander.

It is learned the Farmers' Elevator Co. at Barney, N. D., has purchased the Ceres Elevator at that place. It is practically a new building with a capacity of 40,000 bushels.

The Farmers' Elevator Co. of Bowden, N. D., has been incorporated with a capitalization of \$10,000. C. A. Rogers, George Brynjulson, John Morrows and others are interested.

The F. A. Morgan Lumber Co.'s elevator at Tyndall, S. D., has been sold to the McCaull-Webster Co. It is one of the largest and most modern in the southern part of the state.

John Schrag, Aaron Wall and John Quirring are members of a committee investigating the establishment of a farmers' elevator at Munich, N. D.

James Hemen, Fred Kennitz, E. O. Lawrence and others are actively interested in the formation of a farmers' elevator company at Columbia, S. D.

One of the recent incorporations is the Jim River Grain Co. of La Moure, N. D., which is capitalized at \$10,000. The incorporators are John W. Muir, Herman W. Miller and Ernest Engle.

The Farmers' Co-Operative Elevator Co. of Leeds, N. D., which is capitalized at \$20,000, has recently been incorporated. John C. Fosen, Elling Tufte, W. H. Carnahan and others are interested.

Wait & Danna will build an elevator at Corsica, S. D., this spring. Eli Thomas will also build one and it is reported the Truax interests will build a commodious plant. Corsica now has three modern elevators.

A committee of farmers and business men consisting of M. W. Hostetter, John Almen, Ole Moe, Gunder Olson and B. J. Johnson is working toward the establishment of a farmers' elevator at Grafton, N. D.

Among the recently incorporated elevator companies is the Farmers' Elevator and Fuel Co. of Josephine, N. D. The capital stock is \$10,000. Henry Hanson, John Cronk, James Duncan and others are interested.

Incorporation papers have been filed by the Williams County Grain and Mercantile Co., which has lately been formed at Noonan, N. D. There are 90 subscribers and a site has been promised on the Great Northern. Among those interested are E. A. Parker, H. J. Kotschevar, H. M. John-

son, W. Nordman, J. J. Gits, A. H. Ledahl, A. H. Markce, Peter H. Noonan and G. J. Brown.

Articles of incorporation have been filed by the Kidder Elevator Co. at Kidder, S. D., which is capitalized at \$50,000. Directors have been elected as follows: E. L. Pitkin, J. P. Grant, J. Mulroney, William Hartle and John Lee.

The Farmers' Elevator Co. at Hazel, S. D., is now making arrangements for an elevator site. Directors of the company are: C. W. Kellar, William Shaw, John Robish, John Peck, Hans Stormo, George Parker and A. D. Peck.

Articles of incorporation have been filed by the Maxbass (N. D.) Farmers' Co-operative Elevator Co., which is capitalized at \$50,000. J. N. Endicott, Westhope, N. D., Edson Brown, A. McCaslin and others of Maxbass are the incorporators.

The Farmers' Elevator Co., which was organized some time ago at Emery, S. D., has purchased the Greig & Freeman warehouse and corn cribs for the sum of \$5,000. Possession was given the company on April 1. Greig & Zeeman is the oldest firm in Emery and has always enjoyed a profitable business.

Incorporation papers have been filed by the Farmers' Elevator Co. of Leonard, N. D., and it is likely a building will be erected this spring. Among the directors are R. G. Piper, Lew Morgan of Barrie, Tom Radcliffe and J. A. Power of Helendale, John Rhodes of Watson, H. Leison and George Elliott of Leonard.

D. McGlachlin has torn down his grain elevator at Aberdeen, S. D., and shipped it to Hettinger, N. D., where it will be rebuilt. This is one of the first elevators built in the county, having been put up by Kellogg & Lang in 1882. It was later sold to Pratt, Porter & Morton of Minneapolis, latter forming the Empire Elevator Co., a name the house has retained ever since. The elevator had a capacity of 20,000 bushels and in its day did a big business.

C. H. Wald, president of the Co-Operative Farmers' Elevator Co. at Armour, S. D., has let the contract for the company's new 33,000-bushel elevator. The new house will be modern throughout; 32x36x50, equipped with outer office, private office, engine room, etc. All offices and engine room will be on one floor level. The capacity of the elevator will be 33,000, while the lifting capacity will be 2,000 per hour. The house will contain thirteen bins, all hoppers, man lift, sixty-foot telescope loading spout, hopper scale, dump scale, etc. The dump is to be so constructed that it will dump a high or low wagon or sled, no high approach, lumber hill to climb; no waste of time. Work will begin just as soon as material can be got on the ground.

WESTERN.

Work has already been started on the new elevator for the Edwall Grain Co. at Edwall, Wash.

An Avery Automatic Scale is being installed by the Wheatland Roller Mill Co., Wheatland, Wyo. The machine will be used for weighing to the first break rolls.

The Farmers' Alliance of Gallatin County, Mont., has just completed a new 120,000-bushel elevator at Belgrade, Mont., and has it open for business. Since last June the Alliance has also controlled the Farmers' and Merchants' Elevator in Bozeman, with a capacity of 85,000 bushels. It is planning at some time in the future to erect one at Manhattan. The Farmers' Alliance is a corporation controlled largely by members of the American Society of Equity, which is strong and influential in Gallatin County.

Domestic grain rates at and east of Buffalo, N. Y., are to be advanced by the railroads half a cent a bushel on May 1, for wheat, and a quarter of a cent for corn, rye and barley, while oats will remain unchanged. The new rates will be: Wheat, 6½ cents; corn and barley, 5¼ cents; rye, 6 cents, and oats, 4 cents. Export rates will be unchanged.

In commenting on the improvement shown in the Missouri April report, C. A. King & Co. of Toledo, Ohio, say: "Wheat condition 91. Last December 85. Year ago 94. It has improved 6 per cent since last December, while year ago it gained twelve points. Last April the condition was 94, but declined to 80 by June and the crop turned out 29,000,000 bushels, an average of recent years. They raised 56,000,000 in 1902, their largest crop. No green bugs, and very little damage from freezing and thawing. The different counties show a condition from 80 to 91, nearly all being 90 or 91. Acreage sown last fall was 2,110,000, or about 8 per cent below the previous year. Very little was winter-killed. Corn land plowed about 32 per cent, against 30 year ago. Oats sown in good condition, but they raise very little."

COMMISSION

Finley, Barrel & Co. of Chicago, Ill., have opened a branch grain office at Winnipeg, Man. It will be in charge of Henry Metcalfe.

A. G. Wegener, who has been associated with Bennett & Co. on the Chicago Board of Trade, has gone into the grain brokerage business on his own account.

The A. S. Nicholson Grain Company of Kansas City, Mo., has been incorporated with a capital stock of \$30,000. The incorporators are W. S. Nicholson, W. W. Nicholson and R. L. Nicholson.

P. M. Ingold announces that he has severed his connection with the McIntyre-Ingold Company at Minneapolis, Minn., and (beginning April 10) will be engaged for the future in the general grain and commission business on his own account.

The firm of Cowser & Cowser has been organized to do a general business in grain in Nashville, Tenn. The members of the firm were formerly connected with Byrd Douglas & Co., and will have offices at 823-825 Second Avenue, North.

The firm of S. G. Douglas & Co., has been organized at Nashville, Tenn., as a result of the dissolution of the firm of Byrd Douglas & Co. The firm will have offices in the Davidson-Benedict Co.'s building on First Street, and will do a general grain receiving and shipping business.

H. Hahn, representative in Iowa, with headquarters at Lemars, for Gerstenberg & Co. of Chicago, has moved to Chicago and will spend a part of his time at the home office. He has taken out a membership in the Chicago Board of Trade and will spend the time which he has for the road in Illinois, Iowa and the Northwest.

George H. Lyons, one of the best known members of the Omaha Grain Exchange, has been appointed manager of the Omaha office of Miner & Co. of Chicago, to succeed W. J. Winston, who recently resigned. Mr. Lyons will continue his cash grain business, conducting it in connection with Miner & Co.'s private wire future business.

The firm of Watson & Co., grain merchants of Minneapolis and New York, which was forced to suspend business last fall on account of financial troubles, resumed business the latter part of March. The company, from its assets available, paid 50 per cent of its indebtedness not long after its suspension, and has since effected settlements and perfected arrangements which, it is said, give it a strong financial footing and put it in position to regain its former place and prestige.

It is announced that the Northern Grain Co. has discontinued the commission part of its business at Chicago. This action is taken in order that it may devote all of its attention to its elevators and cash grain interests. The company operates the Great Northern elevator at Minneapolis, with a capacity of 1,500,000 bushels, and elevators at Manitowoc, with a capacity of about 3,000,000 bushels. They also operate a line of about 75 country elevators located throughout the West.

Gardiner P. Van Ness, commission merchant in the Postal Telegraph Building, Chicago, returned on March 25 from an extensive trip in the Southwest and on the Pacific Coast. A large part of the time he passed at Three N Ranch in Arizona, near the city of Tucson. The night that he and Mrs. Van Ness returned they found their home had been entered by burglars who climbed through a window in the rear porch. They carried away about \$1,200 worth of valuables, including clothing, jewelry and silverware, and it is thought they were frightened away or they would have secured a larger amount of booty. As Mr. Van Ness had burglar insurance of \$1,000, his loss was not great.

The Merchants' Warehouse Co. of Jacksonville, Fla., has been incorporated under the laws of the state with a capital stock of \$12,000, bonded \$25,000. The officers are Albert G. Bowie, president, Chas. W. Kinne, secretary, Jas. S. Easterby, manager. The capacity of the warehouse is 40,000 square feet floor space, located on St. Johns River at the foot of Newman Street. The track capacity is 12 cars and the berth capacity for ships, 900 lineal feet. The firm will do a general warehousing business and act as distributing agents, as merchandise brokers and commission merchants to the jobbing trade. The warehouse is equipped with modern machinery for handling bulk grain and has conveyors, etc., for handling imports and exports of all kinds in cargo lots. The management has been engaged in the merchandising business in the Southeast for the past 20 years and the object of the new enterprise is to bring in closer touch the manufacturers and shippers of other sections with the manufacturers and job-

bers of that section and through a central warehouse reduce the cost and facilitate the movement of merchandise.

The grain businesses heretofore conducted by the Burns Grain Co., and by S. W. Yantis of Buffalo, N. Y., have been merged and the new corporation is known as the Burns-Yantis Grain Co. The new company will have offices in the Chamber of Commerce Building and will do a shipping and receiving business, both in Buffalo and Chicago. They have acquired the Hammond elevator at Hammond, Ind., which when the improvements are completed will put the concern in position to take care of all kinds of grain and feed, including split cars, in an up-to-date manner. The proposed improvements include the enlarging of their present drying capacity and will be of great advantage to both Western and Eastern receivers. It will be the policy of the new concern to ship only such grain as will give satisfaction or involve no risk in carrying to destination in good condition.

"The Board of Trade of the City of Chicago" is the title of a booklet recently issued with the compliments of Hulburt, Warren & Chandler and Pope & Eckhardt Co., grain commission merchants and members of the Board of Trade. It contains a history of the Board of Trade, showing former and present locations, and an account of the development of Chicago as a grain market. The public services of the Board of Trade are dwelt upon in a short sketch and it is also shown how the Board helps the farmer, grain dealer and shipper. Such subjects as "Buying and Selling for Future Delivery" and "The Short Side of the Market" are treated in a new and entertaining manner, and that inimical system, the bucket-shop, is contrasted with legitimate boards of trade. In addition to a description of the manner of doing business on the Chicago Board of Trade, the booklet also contains statistical statements of the amount of property handled by its members for a series of years. The object of the booklet is educational, in view of the great misapprehension in the minds of the public at large as to the purposes and methods of commercial exchanges. One of the results of the misapprehension is the large number of bills introduced in Congress this session designed to put commercial exchanges out of business. It is tastily printed and bound and is a valuable addition to Board of Trade literature.

DO WE PROFIT BY EXPERIENCE?

I believe the grain business offers us exceptional opportunities in the way of gaining new experience each day. For instance: The experience that some of the country shippers are having at present with new corn is anything but pleasant. If the shipper who is having trouble with new corn had been more careful to benefit by his past, I do not think he would have much cause for worry to-day.

How many shippers are buying the farmers' corn this year according to what it is actually worth in quality? Experience tells him that he cannot afford to take in any kind of corn at random, and pay the farmer contract prices for his grain. Whether his corn will carry to interior points, or whether he should run it to a market such as Baltimore, which has public drying facilities, should be an easy question to decide.

The trouble with some shippers is that they allow the price to determine the destination of their grain. The returns of his stuff are of little consequence to him at the time, so long as he is getting a stiff price for his commodity. What is the good of experience to such an individual? The man who throws all discretion to the winds will never be a howling success in this life.

The modern method of handling grain is the natural development along the lines of progress in all industrial lines. The intelligent handling of grain involves discreet and discriminating purchases at proper grades, and equally discreet and wise disposition in favorable markets.

While it is true that the grain business has become modernized as far as equipment is concerned, I do not believe we can conscientiously say that it has the same effect on the management of buying and selling grain at country points.—Harry W. Kress, Piqua, Ohio.

A representative from Alberta at the recent grain conference in Ottawa, Ont., stated that one of the great drawbacks of the grain trade in his province was the lack of proper elevator facilities on the Pacific coast. He suggested that the government see to the erection of elevators at the Pacific coast Grand Trunk Pacific terminal. He also argued against the high rates for grain transportation, this being particularly applicable to lines in the southern part of Alberta, where competition is not keen.

THE EXCHANGES

The offer to buy in memberships of the Chicago Board of Trade has been withdrawn by the officials, as the available funds for this purpose are about exhausted.

A "member's rate" committee, composed of Directors Arnot, Bennett and Pettit, has been added to the standing committees of the Chicago Board of Trade. The committee will have the supervision of rates granted members.

Owners of the Midland Hotel Building at Kansas City, Mo., have been conferring with members of the Kansas City Board of Trade with a view to leasing them quarters in the hotel building, which is to be remodeled. The Board of Trade has a lease on its present quarters which does not expire for three years.

In a recent issue of Harper's Weekly President H. N. Sager, of the Chicago Board of Trade, had an article entitled, "Prosperity and the Exchange," that has attracted widespread attention. Requests for copies of the paper poured in on Chicago commission men and many of them mailed the paper direct to their entire line of customers.

At the recent auction sale of telephones on the floor of the Chicago Board of Trade the first choice was sold to Lamson Brothers for \$1,050, the highest premium in the history of the Board. Pringle paid \$850 for the next best position and Chapin, Ware-Leland and Sidney C. Love each paid \$800 for choice after the above. About 95 telephones were auctioned off at prices ranging from \$750 downward. The aggregate was \$5,250, or the largest amount ever obtained for such a sale.

A special committee of the Baltimore Chamber of Commerce was at Annapolis, Md., recently to protest against a bill before the House of Delegates to regulate the commission business of the Baltimore Exchange. The bill is opposed on general principles, but grain dealers particularly object to the clause which provides that returns shall be made to shippers within two days after the consignment has been sold. The bill also provides for an outside examination of accounts, which is a feature that is strongly objected to.

In order to do away with the practice of rebating commissions between members, the directors of the Chicago Board of Trade have passed the following resolution: "Resolved, That the payment of a salary, or any other compensation, either directly or indirectly, by a clearing member, firm or corporation, to any officer or employee of a corporation, or partner or employee of a firm or copartnership, whose business said clearing member, firm, or corporation, may clear, is a violation of the commission rule within the meaning of paragraph F, section 9, of rule 14."

An interesting booklet dealing with the Chicago Board of Trade is being circulated by several local commission houses. The purpose of the booklet is to instruct the uninitiated into the mysteries of grain and provision trading and with this end in view it employs the simplest possible terms. The booklet starts with the organization of the Board, on March 13, 1848, and traces its influence on the growth and development of Chicago's commerce. Particular attention is paid to the development of Chicago as a grain market and statistics showing the growth by decades are given. The inspection and weighing departments are discussed and the manner in which the exchange benefits the farmer is explained at some length. Future trading is clearly explained and the inside workings of the Board gone into in detail. Altogether the booklet is an admirable one for the purpose intended. Not the least interesting feature is the illustration, of which there are a number.

Quotations of the new exchange at Buenos Ayres, Argentina, are now being posted by the Chicago Board of Trade and the Minneapolis Chamber of Commerce. Trading in futures was begun at Buenos Ayres on March 25 and on March 27 Secretary Stone of the Chicago Board of Trade, by unanimous authorization of the directors, forwarded the following cable from President Hiram N. Sager to the president of the Association Cereales, Buenos Ayres: "Heartiest congratulations upon your inaugurating the system of selling of grain for future delivery." Heretofore the handling of the Argentine grain has been done by a very small ring of dealers who had established a very wide margin of difference between the price paid the producer and the price secured from the foreign buyer. The defeat of this ring and the establishment of future

trading in grain was accomplished only after a very hard fight made before the minister of agriculture many months ago, following many previous defeats in former years.

WINNIPEG EXCHANGE TO BE SOLD.

At a meeting of the Winnipeg Grain and Produce Exchange on March 21 it was decided to offer the new Exchange Building for sale at auction.

This action was forced by recent legislation. The banks would no longer finance the Exchange as a body, though willing to assist a new company that may take over the building alone. To preserve the building in the hands of the Exchange it is necessary to raise \$150,000 to meet obligations due contractors.

Confronted by this situation, the members voted to sell the building, but it is expected enough members will subscribe \$500 each to raise \$120,000, meet pressing payments, and buy the building at the sale.

IN THE MATTER OF THE PUBLIC ELEVATOR.

The Board of Trade was taken by surprise on April 10, when it was announced that the Railroad and Warehouse Commissioners had made a ruling, providing that no more warehouse receipts should be registered against wheat in special bins when the grain is owned by the proprietors of the public houses in which the wheat is stored.

The motif of this ruling was that the Commissioners had asked Attorney-General Stead for an opinion as to the legality of the present arrangement whereby the owners or proprietors of public warehouses store their own grain in their own houses in special bins, and issue receipts against the same. The Attorney General gave it as his opinion that such a procedure is illegal, and that it is not lawful for the owners, proprietors or lessees of public warehouses to store their own grain in their own houses in special bins and issue receipts against them.

Just what effect this ruling will have is problematical. Officials of the board and the elevator men were much surprised at the action taken, and were naturally unwilling to express an opinion as to what the result would be. The opinion of the Attorney General is understood to be almost exactly contrary to the general construction of the Tuley decision, which after stating explicitly that elevator owners should not store their own grain in public houses controlled by them, and mix the same with the general receipts, qualified this by stating there was nothing in the law to prevent proprietors of public warehouses from using the unused portions of their elevators for the storage of their own grain in special bins. It was partially on the basis of this construction that the elevator question was settled last summer, it being one of the main contentions of the elevator operators that it would not be profitable to run their houses as public elevators if they were not permitted to utilize the idle room in their warehouses in this way. The justice of this was generally admitted.

BUFFALO STORAGE RATE.

The Buffalo Elevator Association, with a storage capacity of 8,500,000 bushels, announces that special summer storage rates on grain will be $\frac{3}{4}$ c per bushel for each thirty days or parts thereof, after the first ten days. This will be effective on grain received up to and including August 31.

The summer storage rate will terminate absolutely on October 1 next, and all grain stored on this special rate remaining in store after that date will be subject to the regular storage charge of $\frac{1}{4}$ c per bushel for each ten days, or parts thereof, after that date, regardless of when it was received in store. Grain will be charged regular storage, unless application for the special rate is made to the secretary by the consignee before the grain goes in store. No grain will be transferred to the special summer storage rate after it is in store, except that winter grain now in store may be placed on special summer storage rate, providing arrangement to that effect is made with the secretary before April 16, 1908."

It is reported that the Scottish and English Co-operative Society, with headquarters in Glasgow, will establish a line of elevators in western Canada.

The Punjab colonies of India are rapidly working out gigantic irrigation problems and colonists are taking up government land, which means the production of wheat will soon assume enormous dimensions. The crops are already so large the railroads experience much difficulty in handling it.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL.B., of the Chicago Bar.]

Evidence Against Elevator Company.

As a general rule the declarations, or admissions, of an agent, which are no part of the essential circumstances of the transaction under consideration, and which are not made in the course or within the scope of his agency, are incompetent as evidence to prove his agency or as evidence against the principal for any purpose. This rule, however, does not prevent the calling of an alleged agent to prove facts within his own knowledge, tending to establish his agency; for example, that he was employed by the alleged principal, the nature and extent of the business to be done, and any instructions relating thereto given by his principal. Such evidence is not hearsay, but original evidence.

For example, in the case of First National Bank of Barnesville vs. St. Anthony & Dakota Elevator Co. (114 Northwestern Reporter, 265), an action for the alleged conversion of certain mortgaged wheat, the Supreme Court of Minnesota says that the defendant owned and operated a grain elevator in the vicinity of the farm occupied by the mortgagor, and upon which the grain covered by the mortgage was raised. The plaintiff called the person in charge of the elevator at the time of the alleged sale of the wheat to the defendant and elicited from him evidence tending to show that he purchased the wheat at the elevator from the mortgagor for the defendant.

The witness further testified to the effect that the defendant owned the elevator; that he was employed by the defendant and placed in charge thereof for the purpose of buying grain at the elevator with money furnished by the defendant. He also testified as to the manner of buying, paying for and shipping at the elevator, and as to the method of keeping the record of grain so purchased. This evidence was competent and sufficient to establish the authority of the witness to represent the defendant, as its agent, in the management of the elevator and purchasing of grain for it.

The court further holds that the power of sale in the mortgage, authorizing the mortgagee, in case of condition broken, to take possession of the mortgaged chattels and sell them at public sale and out of the proceeds thereof pay the debt secured by the mortgage, was a cumulative and not an exclusive remedy.

Also, that the trial court did not err in receiving secondary evidence of the contents of certain records which were material to the issue, competent, and shown to be in the possession of the defendant; due notice to produce them upon the trial having been given.

Liability of Dealer Selling Unwholesome Feed.

The case of Houk vs. Berg, 105 Southwestern Reporter, 1176, was brought to recover damages resulting from the death of a horse and the sickness of a mule, alleged to have been caused by decayed and adulterated bran sold by Houk to Berg. Houk had a company made a party to the suit, alleging that he had bought the bran from it, and asked for judgment against it in case Berg recovered against him. The justice of the peace rendered judgment in favor of Berg against Houk for \$106, and in favor of Houk for the same sum against the company. On appeal to the county court, judgment was rendered in favor of Berg for \$106.75 against Houk, but against the latter on his claim against the company. The Court of Civil Appeals of Texas affirms the county court judgment.

The petition alleged that the plaintiff had contracted to purchase six sacks of good, wholesome, first-class bran from the defendant, and that the latter had sent a mixture of rotten bran, rice, and other conglomerations of decayed substances, the nature of which was unknown to the plaintiff. He further alleged that he did not examine the said bran when he ordered the same, but relied solely upon the representations of the defendant that the said feed was good, wholesome, and first-class in every particular. The pleading was very uncertain and indefinite, but it appeared to be an effort to declare on the implied warranty incident to the sale of the bran, as well as on an express warranty of its soundness, and no exceptions were urged against the petition in the court below. The court thinks that, under such circumstances, proof of an implied warranty was sufficient to make out a case.

The court says that the defendant referred to (Houk) was a dealer in grain, and bought the

grain he sold to Berg from another dealer, the company mentioned, and the rule, as between dealers, is not the same as between dealer and consumer. It is the rule that, where a dealer or ordinary trader sells goods for immediate consumption by the buyer, an implied warranty arises that the goods are wholesome and fit for food; but where one dealer sells to another, not for his consumption, but merely as an article of merchandise, no implied warranty that the commodity is good food arises.

In a case in Massachusetts (French vs. Vining, 102 Mass., 132), a cow had been poisoned by hay, and the rule of implied warranty as between dealer and consumer was clearly expressed, the court saying, "It is perfectly well settled that there is an implied warranty in regard to manufactured articles purchased for a particular use, which is made known to the vendor, that they are reasonably fit for the use for which they are purchased." That case fully covered this case as between the defendant Houk and Berg. The defendant knew that Berg wanted to use the bran as feed for his horses and that he did not want a mixed feed, but pure wheat bran. He sent the mixed feed and was liable for the consequences.

Place of Taxation of Grain.

The Supreme Court of Wisconsin says (State, ex rel. Globe Elevator Co. vs. Patterson, 114 Northwestern Reporter, 441), that it was sought to reverse the action of the Board of Review of the city of Superior in placing on the assessment roll for taxation in the year 1906 a large quantity of grain belonging to the company and contained in certain elevators in said city operated by the company. The principal contention made by the company in the trial court seemed to have been that the grain in question was exempt from taxation because it was the subject of interstate commerce, in transit from one outside state to another, and temporarily within the state in the course of such transit. This contention, however, was abandoned by the company in the Supreme Court, and with good reason. When a person or corporation buys property outside of the state and stores it within the state, awaiting sale, such property cannot logically be held to be in transit during its stay in the state, even though that stay be for a short time. When it reaches this state and is stored awaiting sale, it is a commodity kept for sale and not a commodity in transit.

The second contention was that as the company was a foreign corporation and had an agent in charge of its property, residing in the town of Nebagamon, such property, if taxed at all, must be taxed in that town under Section 1040 of the Wisconsin Statutes of 1898, providing that if the owners of personal property are non-residents of the state or foreign association, or corporation, but having an agent residing in this state in charge of such property, then the same shall be assessed in the district where such agent resides; otherwise in the district where the same is located, except as otherwise provided—"Merchants' goods, wares, commodities kept for sale, tools and machinery, manufacturers' stock, farm implements, cord wood, live stock and farm products, excepting grain in warehouse, shall be assessed in the district where located."

The Supreme Court, however, thinks that the grain in question, being a commodity kept for sale, was properly assessed in the district where it was located. It says that if the property in question was covered by the specific and particular provision contained in the last sentence quoted, such provision must, of course, govern, notwithstanding the preliminary general provision. That it was so covered could not be doubted, because it was clearly a "commodity kept for sale." Hence it must be assessed in the district where located, unless it be included within the clause, "excepting grain in warehouse." Whether it was included in that clause depended upon the question whether it was an exception to the single class of "farm products" or an exception to the whole list of property beginning with "merchant's goods."

In this case the exception could not refer to tools and machinery, farm implements, or live stock. Hence, in order to hold that it refers to anything besides farm products, the court must hold that it attaches itself to its immediate antecedent, and then skips over a number of others, and finally reattaches itself to a more remote one; i. e., "commodities kept for sale." This can hardly be called natural or logical. Doubtless the legislature had in mind the fact that farmers frequently store their surplus grain in railroad warehouses awaiting a favorable market and deemed it best to make a separate class of grain so stored, assessing it to the owner at his residence along with the farmer's live stock and other products which are ordinarily located at his residence.

IN THE COURTS

Emma L. Beals, a customer of W. S. Dagget & Co., grain brokers at Minneapolis, Minn., failed to secure judgment against that firm, when she recently had it cited in court. She claimed she had not been treated right and wanted her money back.

David G. Schnell, member of the Chicago Board of Trade and a hay and grain dealer of the Windy City, settled the suit for \$25,000 brought by Robert Thiess, a newsboy whom he shot on December 23, 1906, for \$4,000. Schnell thought the newsboy was a burglar.

The W. P. Hale Grain Co. of Providence, R. I., has made an assignment to James G. Egan. The firm is capitalized at \$50,000 and operated three establishments. Wendell P. Hale is president, J. H. Cressey, vice-president, and H. M. Wheaton, secretary and treasurer.

David Brinton, a prominent dealer in feed, grain, etc., at Timicula, Chester County, Pa., appeared recently before a magistrate at West Chester and waived a hearing on a charge of violating the commercial feed laws. He gave bail for his future appearance at court. Brinton Walter of Parkersburg, Pa., was arrested on a similar charge and fined \$50.

Suit to test the constitutionality of the Kansas statute requiring the railroads to construct side-tracks and spurs from their lines to nearby mills and elevators when ordered to do so by the State Board of Railroad Commissioners was commenced in the Circuit Court of the United States at Topeka on March 31 by the Union Pacific Railroad Co.

Harris Berman and Max Feingold, doing business under the firm name of Berman & Feingold, dealers in hay and grain and trucking, Boston, Mass., have filed a voluntary petition in bankruptcy. Their liabilities aggregate \$15,941, of which \$52 is for taxes, \$2,000 is secured, \$9,609 is due to about 30 unsecured creditors and \$4,290 is for notes indorsed by Berman & Feingold. The assets are estimated at \$2,693, of which \$2,000 is represented in horses, trucks and wagons, and \$693 in debts due on open accounts.

The creditors of the Union Coal & Grain Co. of Concord, N. H., have begun suit against the stockholders of that corporation to enforce their individual liabilities for the debts contracted by the insolvent corporation. The assets of the corporation were placed in the hand of a receiver in the fall of 1906, and a dividend of 25 per cent has since been declared upon the debts of the corporation, which amounted to about \$24,000. This suit is instituted by some of the creditors to recover the balance of their claims from the stockholders.

The Supreme Court of Missouri has denied Attorney-General Hadley's motion for the appointment of a commissioner to take testimony in his ouster suit against the Kansas and Missouri Elevator Co. and other corporations for alleged violations of the state anti-trust laws. The case is set for argument at the April term. The court also sustained the motion of the Missouri Railroad Commissioners for a rehearing of the stock shippers' pass law. The court recently held that stock shippers were not entitled to free transportation with each car of stock shipped.

The Parker Grain Co. of McPherson, Kan., has been declared a bankrupt and the case is now in the hands of the referee. Henry Parker, John F. Parker and Thomas F. Parker compose the company. It is reported to have assets of between \$75,000 and \$100,000, but the liabilities are greatly in excess of that amount. The referee has issued an order requiring a schedule showing both liabilities and assets to be filed during April. When this is done the first meeting of the creditors will be called. David H. Grant of McPherson has been appointed receiver and was placed under \$50,000 bond.

The O. R. & N. R. R. contends in its demurrer to the suits for damages, approximating \$98,795, brought against it at Portland, Ore., by three prominent grain firms, that the statute of limitations will operate in its favor. Damages are sought by Kerr, Gifford & Co. (\$58,799), the Northwest Warehouse Co. (\$8,160), and the Interior Warehouse Co. (\$31,836). The suits were filed nearly a year ago. The firms allege that during the crop failure in the Middle West, eastern grain dealers placed large wheat orders in the Pacific Northwest, particularly with the firms suing. They contracted to deliver the wheat at different eastern points within specified times, and placed their orders with the O. R. & N. for cars in which to transport

the grain. Long delays in supplying cars, reaching in some instances three or four months, prevented the firms from complying with their eastern contracts, with the result that they not only lost the profits on their transactions, but were compelled in some cases to pay damages and forfeits for noncompliance with the contracts. The Oregon statutes of limitations vary from one to ten years, and the question of law is presented whether the statute applying to these suits is a two-year period or a longer one.

Thomas B. Wilson of Menomonie, Wis., has filed a claim for \$20,495 as intervenor against the Wisconsin Grain and Stock Company in the United States Circuit Court at St. Paul. The claim is based on a transaction with the company alleged to have been held in December, 1906. Fifty former clients of the Wisconsin Stock and Grain Company on March 28 filed as many interpositions in the suit brought by William J. Haggerson to have the company declared bankrupt. The former clients claim that there is money due them from the company. The claims range from \$20,000 in one case to \$2.75 in another. A master in chancery will be appointed by the Circuit Court to investigate the claims of the former clients. Ashley Coffman, receiver for the defunct company, has reported that he has collected about \$40,000. This amount will be distributed among the claimants.

Examiner Frank Lyons for the Interstate Commerce Commission was at Grand Island, Neb., on March 25, where he held a hearing in the case of the Wood River Grain Company against the Union Pacific, complaint being made that McMurray was discriminated against in the matter of being provided with cars to such an extent that it practically put him out of business for two months of the busy season of 1906. Mr. McMurray alleged in his statement that he could have done one-fifth of the grain business at Wood River had he been furnished the cars, whereas he did no more than one-tenth, and had frequently to refuse deliveries of grain from farmers, sending the same over to the other buyers, the Conrad, Omaha or Ord Elevators. Agent Root at Wood River, he declared, even sent out a car empty on one occasion rather than let him have it. His orders for cars were at other times "forgotten," or there were other excuses. The railroad company made an effort to show that the company gave in the busy time involved as many cars to McMurray as the business of the past showed him entitled to, and declared that where there was any dispute as to who was entitled to the car it would be given to the elevator people, because they could load it more quickly and get it going toward the destination. McMurray has a warehouse at Wood River, but not an elevator, and it requires a longer time to load a car, but the evidence did not show that he ever used the full time allowed—forty-eight hours. It was alleged that McMurray had been offered a site for an elevator, but the latter stated that it was outside the village limits, where he would have been at a great disadvantage over the other elevators.

ARBITRATION DECISION.

The following is a decision in the case of Stockbridge Elevator Co. of Jackson, Mich., plaintiff, against D. G. Stewart & Geidel, Pittsburg, Pa., defendants, heard before the arbitration committee of the Grain Dealers' National Association:

The transaction in controversy originated on June 27, 1907, when plaintiff in the case sent a telegram as follows:

"Dated, Jackson, Mich., June 27, 1907. To D. G. Stewart & Geidel, Pittsburg, Pa.: Give depravity (91) two small cars allude (No. 2 rye), Philadelphia rate point, sighing (subject to reply by telegraph). (Signed) Stockbridge Elevator Co."

To which the defendant replied:

"Pittsburg, Pa., June 27. To Stockbridge Elevator Co., Jackson, Mich. Message received. Accept depravity (91) affording (2 cars) allude (No. 2 rye), send billing instructions. (Signed) D. G. Stewart & Geidel."

Under date of June 27 plaintiff mailed confirmation, which reads:

"Jackson, Mich., June 27, 1907.—We confirm purchase of you by wire this day 2 (small) cars No. 2 rye at 91 delivered Philadelphia rate, Pittsburg weights and grade, shipment within ten days. You may draw bill of lading attached, or we will send check for value of car loss to cover any contingencies. Balance to be remitted when car has been unloaded. Billing 28th or 29th. If the above is not in accordance with your understanding, wire or telephone immediately."

On June 27, 1907, defendant confirmed as follows: "We are just in receipt of your telegram offering 91 cents for two cars No. 2 rye delivered Philadelphia rate point, and we immediately replied accepting the same, and herewith confirm

the sale. We are now awaiting your shipping instructions, which we will follow."

On June 28 plaintiff wrote to defendant as follows: "Please ship the two small cars bought of you yesterday to Chapman Quarries, Pa., via Lackawanna Line, c/o C. R. R. of N. J., at Taylor, Pa. This point takes New York rate. We will pay the difference. Please load each car with 40,000 pounds, and get them both out immediately."

On July 1, defendant wrote plaintiff as follows: "We are in receipt of your favors of the 28th, and will route the three cars rye as instructed by you—two cars to Chapman Quarries, and the third car to Bethlehem, Pa., all C. R. R. of N. J. delivery."

The foregoing correspondence between plaintiff and defendant taken in its entirety shows the contract. So far as shown, there is no controversy as to the contract. The contention of plaintiff is the rye covered by contract was ordered to be shipped to Chapman Quarries, Pa., via Lackawanna Line, c/o C. R. R. of N. J., at Taylor, Pa. The shipments were made to Chapman Quarries, Pa. Route P. R. R., C. R. R. of N. J. delivery.

Plaintiff's claim is that because of the failure of defendant to ship according to directions (which were accepted by defendants as part of the contract) to Chapman Quarries, Pa., via Lackawanna Line, c/o C. R. R. of N. J., at Taylor, Pa., but instead shipped to Chapman Quarries, Pa., route P. R. R., C. R. R. of N. J. delivery, he, the plaintiff, suffered a loss on said shipments to the amount of two hundred and fourteen and 72-100 dollars (\$214.72).

The evidence in the case is very complete, showing in detail how this loss occurred; and while it seems very large on a transaction of this magnitude, the committee must conclude from the evidence that the whole trouble was caused by the failure of the defendant to ship the grain in question according to contract; and their decision is that claim of plaintiff to the amount of \$214.72 is a valid one against the defendant, and judgment is hereby rendered for amount.

H. S. GRIMES,
C. C. MILES,
E. M. WASMUTH,
Committee.

RIGHT OF STOCKHOLDER TO INSPECT BOOKS.

A reading of the decisions will show that various pretexts have been put forward by officers of corporations for refusing to let a shareholder inspect the books, says New Points Magazine, and that, in almost every instance, these reasons have been held insufficient to justify a refusal. Among the excuses resorted to was the one that the shareholder intended to use the information he might obtain to harass the company or its officers with lawsuits, or to compel a purchase of his stock, or to annoy other shareholders.

But, in view of the well-known fact that men are often shareholders in different companies, and even officers of different companies, manifestly, the St. Louis Court of Appeals says, November 19, 1907 (State vs. Lazarus), it cannot be held good ground for refusing the inspection of the records of a particular corporation that the person who requests the privilege is a shareholder and officer in another company, even if the other be a competitor in business.

A man may hold stock in different banks or railroads or manufacturing companies which compete with each other and are rivals, and still be as much entitled as any stockholder to examine the books of either company. His right does not turn on the business rivalry of the companies with which he is associated, but on his purpose in seeking an inspection, and whether, if he relies on the common law, and not on an imperative statute, his purpose commends itself to a court as reasonable and just.

For the first time in its history Canada has found it necessary to import oats for seed purposes. Recently 300,000 bushels of seed oats from Scotland, England and Belgium have passed through Montreal, destined to the western provinces. Grain men who have an opportunity to inspect the grain pronounce it the finest they have ever seen, and, with the majority of farmers using it this spring, they figure that the autumn crop should be far in excess of anything hitherto harvested. The need of the importation of this grain is due principally to the fear that the oats on the last Canadian crop were not entirely suitable for seed, and, furthermore, that the tendency has been to a poorer quality of oats across the border during the last few years for want of proper seeding.

HAY AND STRAW

J. E. Haines & Co. will build a 20-ton alfalfa meal mill at Augusta, Kan.

Several farmers near Albert Lea, Minn., are experimenting with alfalfa this year.

The alfalfa acreage in Oklahoma is said to be more than double that of last year.

W. F. Tripp has built a fine hay warehouse at Canton, S. D., where he deals in baled hay.

Edward T. Johnson of Houghton, Mich., has decided to embark in the wholesale hay business.

Frank Case has the construction of his new alfalfa meal mill at El Dorado, Kan., well under way.

A company has been organized at Hobart, Okla., for the purpose of establishing an alfalfa meal mill.

The Commercial Club at Abilene is seriously considering the establishment of an alfalfa meal mill at that place.

The Nebraska Hay and Grain Co. of Omaha, Neb., has amended its incorporation articles by increasing its capital stock to \$50,000.

The proprietors of the alfalfa meal mill at Kingfisher, Okla., are enlarging the plant and have purchased \$6,500 worth of new machinery.

The Arkansas City Land & Power Co. of Arkansas City, Kan., considers installing an alfalfa meal mill in time to care for the first crop.

C. H. Jaquith's hay and grain establishment at Woburn, Mass., was recently damaged to the extent of \$16,000 by fire. It was partly insured.

An alfalfa meal mill has been under discussion by the Chamber of Commerce at Fort Collins, Colo. The plant at Niwot is the only one in the state.

The first three pounds of alfalfa seed ever introduced in the West were planted in Tooele County, Utah, by Peter A. Droubay in 1872. He imported the seed from France.

L. W. Turner of Clinton, Okla., is reported to be interested in the establishment of an alfalfa mill. His power equipment will include a kerosene 50-horsepower engine.

Alderman Hey of Chicago, Ill., has offered an ordinance regulating the sale of hay, grain and feed. It has the approval of the city sealer, as well as the hay and grain dealers.

The Alfalfa Products Co. of Fremont, Neb., is seeking to locate a meal mill at Rapid City, S. D. The company is negotiating with Mr. Mansfield, who represents the interests of the townspeople.

Jesse A. Sickman will install an alfalfa meal mill at Hutchinson, Kan., which will grind seven tons a day. He has commenced reconstructing his building and plans to have the machinery running within a month.

Hay recently took a drop of \$6 per ton at Sheboygan, Wis., as the result of an oversupply on the market. During early March hay was selling at \$16 and \$18 per ton and was scarce at that. With the present good roads, however, the price has been lowered with the arrival of every new load.

The court has sustained a demurrer against an injunction brought against the Kansas Pure Alfalfa Mill at Wichita, Kan., by the Peru-Van Zandt Implement Co., to prevent the former from erecting its mill near the implement company. The mill men will now be able to proceed with the work.

The Kirwin Alfalfa Mill at Kirwin, Kan., is now in operation and has every prospect of enjoying a successful business. The mill is owned by J. J. Landes and has cost about \$10,000. It is fitted out with a 75-horsepower engine, a 100-horsepower boiler, and an alfalfa shredder with a capacity of from eight to ten tons per day of ten hours.

Reports from North Yakima, Wash., during March tended to show alfalfa was becoming a drug on the market this spring. One man who had fed his stock 700 tons of alfalfa by this time last year says he has only used about 75 tons up to date because of the mild winter. Alfalfa is now retailing at \$9 a ton in North Yakima, as against \$16 at this time last year.

J. E. Haines & Co. will build a 20-ton alfalfa mill at Augusta, Kan. The market for the output will be chiefly export trade. The highest class of machinery known to the trade has been selected for the plant, and power will be furnished by an 80-horsepower engine. The engineer and millwright are expected within a few days to arrange the details for the location of the machinery, etc.,

when the contract will be closed and the work rushed to completion that the mill may be in operation at as early a date as possible, after which time the company will be in a position to enter into contracts for alfalfa for the coming season.

On April 7 the Pittsburg Grain and Hay Reporter said: The receipts of hay are still liberal and the market is still in the dumps. Shippers have turned entirely too much plain No. 2 and poor No. 3, also some damaged hay to this market. This has increased the receipts beyond present needs, and prices are lower on this class of goods than they have been for years. The last ten days of this month will see a better market. It will be temporary, of course, but the lowest point as to prices this season will probably be touched in May or June. Barns will hardly get the usual "cleaning out," and about the time the farmer sees that he is to have two crops of hay to dispose of in a dull year, he will begin to realize what he has missed. Good hay of any sort will sell at the reduced quotations herewith; all other sorts and grades of hay are not in demand, and much more demurrage is being paid now than is usual at this time of the year.

E. Steen & Co. of Baltimore, Md., have been exhibiting a sample of hay 55 years old, which was consigned by J. C. Birley of New Oxford, Pa. The hay was in a most remarkable state of preservation, says the Hay Trade Journal, and the following history in connection therewith should prove of interest: The lot of hay, of which this is a part, was made in the summer of 1853, one mile direct east from "Big Round Top," Gettysburg, Pa., by Jacob Miller. In the spring of the following year, the lot of hay was moved to a farm near "Round Hill." Thirty years later, Jacob Miller sold Peter Shnellenger about seven tons of this same lot of hay at \$16 per ton. The balance of the original lot was fed, with the exception of a small quantity that found its way into the hands of, and was held for some years by, Wesley Miller Hampton, Adams County, Pa., who was the son of Jacob Miller. A few years ago, the small lot remaining passed into the hands of a younger Jacob Miller, son of Wesley Miller, and grandson of the first Jacob Miller, and is now being kept as a family relic and curiosity.

The Montreal Trade Bulletin said in its last issue: "The local hay market has undergone very little change especially in the better grades, but in the poorer grades the market has been more or less unsettled. A number of cars of the lower grades that were on track had to be sacrificed owing to the light demand for this class of goods and in order to get purchasers, lower prices had to be accepted. The breaking up of the roads in the country has stopped farmers in the surrounding districts from bringing their hay into market, and with the tracks pretty well cleared, the offerings have been light. Owing to the big demand from the West during the past few weeks that portion of the country has been pretty well supplied so that the buying from these quarters has shown a dropping off during the week. The British markets have been well stocked, so that advices from these quarters have not been very encouraging. Liverpool advices report that there is practically no market owing to the poor demand, with heavy stocks on hand. Quotation read 72s 6d to 75s c.i.f., however these prices being a little stiffer than those of a week ago. London cables advise no Canadian offering, prices purely nominal. Cable advices from Glasgow state that the market is easy at 74s to 80s c.i.f. Some offers from Glasgow were as low as 40s for some inferior grades, at which price some sales were made. It is stated that the storage warehouses in Glasgow are still blocked with hay."

Freeman Bros. & Co., Chicago, say April 11: Timothy—Demand better and market is stronger. Offerings light, consisting almost wholly of hay that has been held in outside yards. Fresh advices from the country are extremely small and everything points to continued firm and even higher markets for the next 30 days. As seeding works north the shipments will fall off, but as soon as this work is over with the offerings will increase with undoubtedly lower prices. It behooves you to make hay while the sun shines, that is, ship your hay now. Now and for the next 30 days the highest prices will be obtainable, and in justice to yourself we ask you not to wait but to ship good hay as fast as possible. Prairie—Choice upland is in demand. Kansas and Nebraska is most wanted. Ordinary and common lots continue very dull and hard to dispose of and of which there is considerable here. There is on the market a lot of rotten northwestern hay, evidently baled during the winter, snow or other dampness getting into the bales, and this hay loaded in closed cars has heated and caked. This kind of hay is worthless and must not be shipped. We urge your forwarding high-grade

hay; prices are not high, but we doubt whether they will be better. Remember it is not long before new hay, and there is yet a large amount of old on hand. Straw—Market stocked up with much rotten, heated straw of all kinds. There is no sale for these goods, and unless your straw is sound and dry we do not advise your shipping.

SECRETARY GOODRICH ISSUES BULLETIN.

Secretary P. E. Goodrich, of the National Hay Association, issued a bulletin during March, as is his custom each year, showing the tabulated answers to fifteen or sixteen questions bearing on the hay crops. Perhaps the most interesting question asked the 395 correspondents by Mr. Goodrich, was: "Are you in favor of the Agricultural Department of the National Government taking charge of the inspection of hay and grain in all terminal markets?" It appeared that 224 favored the question while 158 did not. It is evident the dealers all over the country are holding less hay than usual for this time of year.

In conclusion Mr. Goodrich says: "Now that the date and place for our 1908 convention has been fixed at Cedar Point, Ohio, on Lake Erie, for July 28-30 next, we hope that every member will put his shoulder to the wheel and make this the best meeting 'ever.' The officers of your association have the question of including hay in the crop reports that are issued each month by the Agricultural Department up with Secretary Wilson. If this can be secured, in our opinion it will be of great benefit to everyone engaged in the hay trade. President Austin requests that each member of our Association take it up at once by letter with the Congressmen from your own district and urge that he use his influence with Secretary Wilson to induce him to give HAY the recognition in the crop reports which it is entitled to. Please do this at once and send this office a copy of your letter."

USES OF BROME GRASS.

Brome grass, as now grown in the Dakotas and the Canadian and Pacific Northwest, and to less extent elsewhere in the country, sometimes called smooth Brome, or Hungarian Brome, is a vigorous perennial grass, possessing aggressive underground rootstocks by which it propagates readily. In general, it grows from fifteen to thirty inches high, but under exceptionally favorable conditions it attains a height of four feet or more. The seed is borne in an open panicle closely resembling that of the well-known chess, or cheat, and is produced abundantly. Although the grass is inclined to mat at the base, the entire stem is also quite leafy, says R. A. Oakley, assistant agrostologist, forage crop investigations, for the Department of Agriculture, in Bulletin 111, Part V, Bureau of Plant Industry, which describes the methods of culture as well as its uses.

Brome grass was introduced from Europe about 1880 and has attained considerable importance in North Dakota, South Dakota and the Pacific Northwest. It is grown in this country to some extent throughout the general region from Kansas north to the Canadian boundary and west to the Pacific Coast, but its importance in the timothy and clover region is at present very limited. The grass is capable of withstanding severe cold and extended periods of drouth, but it is seriously affected by heat, and consequently cannot be grown successfully south of the southern boundary of Kansas except at high altitudes or under otherwise favorable conditions. It does well on a variety of soils, but gives best results on soil that is well supplied with humus. It can, however, be grown very successfully on sandy or gravelly land.

In the Dakotas and the closely adjacent sections Brome grass is of more importance than in any other portion of this country. It has been grown in this region for twelve or fifteen years, but is as yet not so widely distributed as would be expected. Improved methods of growing alfalfa, making that crop more certain, are in a measure responsible for the comparatively limited use of Brome grass. This is true more especially in South Dakota than in North Dakota. In sections where alfalfa can be grown Brome grass cannot compete with it as a hay crop. In the more humid portion of the above-named states and on the better classes of soil it has the reputation of being difficult to eradicate, and, whether this is warranted or not, this belief has a decided tendency to make the grass unpopular in such sections. For the above reasons and because there is still a considerable quantity of native hay produced, and consequently not such a pressing demand for cultivated grasses, Brome grass has not attained more importance than is the case at present.

Uses and Value—Pasture.—Although grown as

a general-purpose grass, *Bromus inermis* is much better adapted for use as pasture than for hay, on account of its tendency to form a turf. It furnishes a large quantity of palatable pasturage, and is especially valuable because it can be grazed early in the spring and late in the fall, and unless the season is unfavorable it furnishes a considerable amount of feed during the summer. Where it is now being grown there are no grasses that can equal it for pasture on sandy land, as it not only produces well on such soil, but forms a sod that withstands trampling and is not easily pulled up by stock. This is an important feature, especially where sheep are grazed. Even after the grass has become sod-bound and produces only light yields of hay it can still be pastured profitably for two or three years. While it is impossible at the present time to secure definite data in regard to the carrying capacity of *Bromus inermis* pastures, it can be conservatively stated that both in favorable and unfavorable seasons they furnish more grazing in the western part of the Dakotas than the native grasses and more in the eastern part than Kentucky blue grass.

Hay.—Brome grass is not an ideal hay grass, although for two or three years after sowing it gives a satisfactory yield of a very good quality of hay. On rich land the yield is better than the average for standard grasses, and the quality is good. It is generally agreed that the best stage at which to cut Brome grass for hay is just after it has passed full bloom and is in the condition known as the "purple." The practice is, however, quite elastic in this respect, as the grass makes hay of good quality when cut either before or after this stage. No definite feeding experiments have as yet been conducted to determine the value of Brome grass hay in comparison with other standard hays or fodder, but general experience indicates that it is almost, if not quite, equal to timothy for cattle (especially dairy cows), for horses not at work, and for sheep. When properly cured it is very palatable and is relished by all classes of stock, but on account of its laxative properties it cannot be recommended as a feed for livery horses or horses at hard work.

Different writers in discussing Brome grass disagree in regard to its nutritive value as compared with a standard grass such as timothy. Chemical analyses disagree also, and it is difficult to compare these grasses, since the samples have been taken at different stages of maturity and also under otherwise different conditions. The average of analyses given in Bulletin 56 of the Iowa Agricultural Experiment Station shows water-free samples of *Bromus inermis* to contain 3.48 per cent of fat and 14.14 per cent of protein, and samples of timothy under the same conditions to contain 4.83 per cent of fat and 12.27 per cent of protein. These analyses indicate that the grasses are near enough alike to be of equal feeding value. The verdict of the feeder, however, is in most cases to be taken in preference to that of the chemist, and it is doubtful whether Brome grass will ever be considered quite equal to timothy as feed for stock.

Brome grass is usually ready to cut for hay from the last of June until the 20th of July, depending on the locality. When conditions are favorable, it is possible to secure two cuttings, the first about the last of June or early in July, and the second in September. The securing of two crops depends almost entirely on the amount of moisture and very little on the latitude, since in eastern Manitoba two are frequently obtained. Except under irrigation, only one cutting can usually be secured in the western part of the Dakotas or at the same longitude in Canada. The first cutting yields more and is of much the better quality. The second cutting, although nearly as tall as the first when cut, consists mostly of leaves and makes very light hay.

The hay does not cure as easily as timothy and darkens rapidly if allowed to get wet. Although this makes it unsalable, its feeding value is not seriously impaired. Even when properly cured, however, the hay is of darker color than timothy.

Stacking is done with the ordinary hay-making machinery, and when put up with reasonable care the stacks shed water well and will keep for two years in excellent condition, with but a small quantity of damaged hay on the outside.

As previously stated, in the third season of growth the maximum yield is usually secured. After two crops are obtained the yield rapidly diminishes. The average yield for the time the meadow is profitable, which is three or four years, may be conservatively estimated at 1½ tons per acre. This is the estimated average yield for the entire region. On good soil and under favorable conditions yields as high as three to four tons are not uncommon, especially when two cuttings a year can be secured.

Brome grass hay is very little known on the city market and the demand for it is entirely lo-

cal. It commands a good price in sections where it is grown, and ordinarily sells for \$2 to \$3 a ton more than native wild hay and for about the same price as timothy.

The Agricultural Extension of Brome Grass.—Little has been done in the matter of extending the growing of *Bromus inermis* farther east at the same latitude as its present region. Experiments that have been conducted with it in various sections east of Minnesota and north of Kansas indicate that it is worthy of extension. It will doubtless prove valuable on sandy soil in Wisconsin, New York and New England, but will probably be of use mostly as a pasture grass and in mixtures with other grasses. In parts of Ohio, West Virginia, Pennsylvania, Maryland and Virginia where tested it has shown considerable promise. South of these states it is of questionable value.

Brome grass should be given a thorough test as a sand-binding grass along the lakes and near the seacoast, as its extensive root system and its ability to thrive on sandy land make it well adapted to such situations. Some very striking results have been obtained with it on sandy soil on the Upper Peninsula of Michigan. Under similar conditions in Wisconsin its value, especially as a pasture grass, has been quite thoroughly demonstrated. In these states it is said to be at least ten days earlier for pasture in the spring than the ordinary standard grasses.

While the thorough testing of Brome grass by farmers in the states mentioned is strongly urged, its use on a large scale is not considered advisable until its value as compared with the standard grasses commonly grown in these states has been more definitely demonstrated.

Brome grass (*Bromus inermis*) is at present of most importance in the Dakotas and sections adjoining these states, but is grown to some extent throughout the general region from Kansas north to the Canadian boundary and west to the Pacific coast. Its importance in the timothy region is as yet very limited.

It is the common practice to sow the seed in the spring about the 1st of April, or as soon as the weather is favorable. One bushel of 14 pounds is considered a sufficient quantity to produce a satisfactory stand, and good results are obtained with 10 to 12 pounds. Heavier seeding is recommended in sections where the grass is being tested or where it is intended for pasture alone.

Under ordinary conditions a Brome grass meadow remains productive from three to four years, after which it becomes what is commonly called "sod-bound." The meadow can be successfully renewed by breaking the sod lightly, the time of breaking depending largely on the annual rainfall.

Mixtures of Brome grass with other grasses and clovers have proved very satisfactory as far as they have been tried. Timothy, slender wheat grass, orchard grass, meadow fescue, alfalfa and red clover are used in these mixtures.

Brome grass is a valuable general-purpose grass, but is much better adapted for use as pasture than for hay, as it furnishes a large amount of grazing, especially in the spring and late in the autumn. The yield of hay which it produces is good and the quality very satisfactory.

The seed habit of Brome grass is good, which makes it comparatively easy to harvest and thrash. Average yields of about 300 pounds to the acre are obtained.

In crop rotation Brome grass has not as yet become well established, and by some it is looked upon rather unfavorably on account of being somewhat difficult to get out of the land. Good crops, however, are raised after it, and it adds a considerable amount of humus to the soil.

It is often difficult to prepare Brome grass sod for succeeding crops, as it does not rot readily, and for this reason it is necessary to backset after breaking. The time of breaking depends on the rainfall.

Fire originating in the Northwestern Elevator at Portland Junction, N. D., on the afternoon of March 21 spread to the Federal Elevator and within a short time had reduced the two structures. It is not known how the fire started. Agent Molquist had 5,000 bushels of grain stored in the Northwestern Elevator while the other was empty.

The Osborne-McMillan Elevator at Moselle, N. D., a station between Mantador and Wyndmere, burned down on March 19, together with some 4,000 bushels of wheat. It appears the fire caught from a stove in the office while manager T. A. Moad was loading a car of grain. A heavy snowstorm prevented the fire from spreading to a number of box cars.

FIRES--CASUALTIES

Fire destroyed an elevator at Phillipsburg, Kan., on March 25.

Frederick B. Stevens' grain elevator at Dover, N. B., was recently burned.

Carter Bros.' warehouse at Bellaire, W. Va., was burned down on March 25, entailing a loss of \$800.

Two storehouses belonging to the Hardy Grain Co. were recently burned at Pierce Station, Tenn.

F. E. Smith's Elevator at Whiting, Iowa, burned down early in March, but will be immediately rebuilt.

Jorgen Soma's Elevator at Shepard, N. D., was burned recently, entailing a total loss to the building and machinery.

A locomotive is said to have set Charles Thorpe's Elevator at Thorpe, Iowa, on fire, March 18. The plant was entirely destroyed.

C. H. Jaquith, a dealer in grain, hay, flour, etc., at Woburn, Mass., suffered a fire loss of \$16,000 on March 21. One-third of the loss is covered by insurance.

An elevator belonging to H. G. Adams at Maple Hill, Kan., was burned during March and about 3,500 bushels of grain destroyed. The loss approximates \$6,000, with no insurance.

Three cars filled with grain and hay were burned in the fire which destroyed the New York, New Haven & Hartford Railroad Co.'s freight house at South Norwalk, Conn., on April 5.

Fire originating in Corning & Co.'s distillery at Peoria, Ill., on April 3, did \$600,000 damage to that structure and threatened to destroy a grain elevator containing \$150,000 worth of grain.

A disastrous fire destroyed the Imperial Elevator Co.'s office at Rosenfeld, Man., on March 19. Through heroic work the townspeople succeeded in saving the elevator and the gasoline house.

The Western Elevator Co.'s warehouse at Mantorville, Minn., burned to the ground during a heavy rain one night last month. George P. Gleason has been local manager for several years.

C. W. Gauthier's rice warehouse at Andrus Cove, La., containing 500 sacks of seed rice, machinery, etc., was entirely consumed by fire on March 21, entailing a loss of \$6,000. The origin is unknown.

Fire originating in a mysterious manner caused the destruction of the Empire Elevator Co.'s Elevator at Webster, N. D., on the night of March 23. About 2,000 bushels of grain were burned at the time.

A fire in the J. H. McLaurin Co.'s warehouse at Jacksonville, Fla., caused the gutting of that structure on March 29, and the loss of \$5,000 worth of grain. It is believed the fire was of incendiary origin.

Behan & Reiger's Elevator at Masonville, Iowa, was completely destroyed on March 18, when fire got the better of the firemen. It is stated the first blaze was due to the explosion of a gasoline engine.

An elevator belonging to J. W. Denio, at Longmont, Colo., partially filled with grain, burned at Erie, Colo., on April 1. Two box cars on the Union Pacific tracks were also burned. The loss is \$10,000.

The Security Elevator Co.'s Elevator at Young America, S. D., was destroyed by fire on March 18, and some 6,000 bushels of grain were consumed. It is estimated the loss on the property was \$12,000.

The Van Dusen Elevator near Ordway, S. D., was destroyed by fire on March 17, and five cars of wheat and one of flax were consumed. An overheated stove in the office is held responsible for the conflagration.

B. J. Haaden's Elevator at La Harpe, Ill., was burned down on March 21, and was a total loss, unprotected by insurance. The elevator had been idle for some weeks. It is believed a spark from a T. P. & W. engine was responsible.

The Occidental Elevator at Spiritwood, N. D., was destroyed by fire at 3:30 o'clock the morning of March 28, entailing a loss of \$10,000. Twelve thousand bushels of oats, 800 bushels of barley and 4,000 bushels of flax were in the elevator at the time.

Slipping from the rungs of a ladder as he was descending into a grain bin 50 feet deep, Harvey Fish, an employe of the Kasota Elevator Company, lost his life on March 14 at Kasota, Minn. Fish had been ordered to clean the bin, and no one was with him when the accident happened. It is thought that he fell a distance of fully 30 feet,

however, and he lived but a few minutes after being hurt, his neck being broken. Fish was 45 years of age and leaves a wife and three children. Until two years ago he lived at Heron Lake, Minn.

The Western Elevator Co.'s Elevator at Morgan, Minn., was destroyed by fire early on March 20, and 5,000 bushels of wheat as well as a few thousand bushels of other grain were consumed. The building was an old one and was valued at about \$2,000. It is not likely the company will rebuild.

A barge of corn owned by the Owensboro (Ky.) Grain Co. sank one night during March, near Newburg, Ind. One of the heavy ropes holding the barge to the steamer Thomas Parker, broke, and the barge turned turtle, spilling the entire lot of corn into the water. The barge was recovered with but slight damages. The corn was a total loss, estimated at \$2,500.

Nye-Schneider-Fowler's grain elevator and lumber yards were burned at Lindsay, Neb., on April 4, entailing a loss estimated at \$65,000. The fire started about 11 o'clock at night from unknown sources. The town was in danger, as a light wind was blowing, several houses catching at numerous times, but with aid of buckets was extinguished with no damage to property.

Turner Bros.' Elevator at Griswold, Iowa, was completely destroyed by fire on March 21, during the absence of H. D. Turner, the manager, in California. The building contained about \$2,000 worth of grain, while the elevator and machinery were valued at \$8,000. Some insurance was carried. This is the second plant Turner Bros. have lost at this point, and they are now undecided as to rebuilding.

The Osburn-McMillan Elevator at Rogers, N. D., burned to the ground on the night of March 27. During the afternoon Manager Dan Mahoney discovered a blaze and thought he had put it out with a hand fire extinguisher. However, the fire started up again and the elevator was a complete loss. It evidently caught from a hot box in the pit. There was very little grain in the building. The company carried some insurance.

During the fire, which on March 28 gutted the upper three floors of the Van Winkle Grain Co.'s building at Paterson, N. J., Emil Gulderson, owner of a silk mill which is operated on the fourth floor, was hemmed in a small office on that floor. The flames swept through the entire second floor, and, finding his escape cut off, he opened one of the fourth floor windows and made his presence in the building known to the firemen. The crowds on the streets saw the imprisoned man and set up a shout. Gulderson kept his presence of mind until firemen brought him down a ladder. The fire did about \$5,000 damage.

One of several incendiary fires which have occurred lately at Joliet, Ill., resulted in a \$15,000 loss to the Truby Elevator on March 22. The Truby elevator was first set on fire in the morning and the flames gained considerable headway when the department arrived. Later, while firemen were still fighting the elevator fire, they noticed from the roof of the building flames at the Hardy Machine Shop about six hundred feet away. Two men were seen running from it on the arrival of the fire company. A large amount of waste taken from journals of cars was found piled up against the door and saturated with oil. It is believed the fight on the local option question has brought about the fires.

Fire which threatened the wholesale district of Wichita, Kan., started in the old Miltner Elevator the night of March 25. The loss to the Miltner Elevator Company, of which J. T. Miltner is the administrator, was slight, \$700 easily covering all the damages. It was an early enterprise of Wichita, and was constructed in 1876, by Russell & Furlong. Fifteen years ago it was purchased by the firm of Miltner & Henry Kaufmann, and ran up until the time of Mr. Miltner's death, some two months ago. The property was placed in the hands of J. T. Miltner. It was his intention to raze the structure and sell the machinery. The owners had placed a valuation on the property at \$1,000, but had received no offer for it.

Fire on April 4 destroyed the Albion Elevator and all its contents, including a large quantity of grain and machinery at Albion, Iowa. The property was owned by S. J. Burroughs of Marshalltown, Iowa, and was valued at \$3,500. It was insured for \$2,000. It is not known how the fire started, but it is thought it was due to the sparks of a locomotive on the Illinois Central tracks. The elevator office, coal sheds and lumber yards were saved. The elevator had been purchased by Mr. Burroughs only a short time ago from the Cement, Grain and Lumber Co. of Albion, of which G. G. Lamb and Dr. W. B. Mantle were the owners. Mr. Burroughs had been personally in charge of the business since he took possession.

OBITUARY

John Teagle, president of the Union Elevator Co. of Cleveland, Ohio, and a member of the Chicago Board of Trade, died in Cleveland on March 10.

Captain Samuel L. Ryan, aged 63 years, a one-time grain dealer in Waltham and Boston, Mass., but more recently a member of the state police, died on March 26. He is survived by four children.

J. D. Perkins, aged 65 years, a well-known grain dealer of Keenebunkport, Me., died at his home in March, leaving a wife, three daughters and one son. The latter, James Perkins, still carries on the grain business.

E. A. Crane, aged 51 years, cashier for the Hall-Baker Grain Co. at Kansas City, Mo., died March 21, at his home in that city. He had been a resident of Kansas City for 20 years. Mr. Crane is mourned by his wife and one son.

Howard A. Hill died on April 9, at his residence in Chicago. Mr. Hill was a member of the grain trade for over thirty years. Two months ago Mr. Hill went to Europe, and only recently returned, but has been in poor health for some time.

William E. Waugh, 53 years of age, vice-president of the Milwaukee Chamber of Commerce, president of the Milwaukee Transportation Association, died on March 14, from the hardening of the arteries of the heart, from which he had been suffering several weeks.

James Hayes, aged 80 years, who was at one time engaged in the wholesale grain business at Fredericksburg, Va., where he resided for nearly forty years, passed away during March at his home in Richmond, Va. Mr. Hayes was a man of much prominence in his community and his demise is greatly felt.

Harvey Fish, aged 38 years, was instantly killed on the afternoon of March 14, by accidentally falling into one of the bins, a distance of forty feet, in the Kasota Elevator Co.'s plant at Kasota, Minn. Mr. Fish was employed in the company's cleaning house and had resided in Kasota about two years. He is survived by a widow and three children.

Fred Scanlan, 26 years of age, and single, was found dead in the office of William T. McLaughlin, a hay and grain dealer of Boston, Mass., on March 24. The three gas jets in the office were turned on full force and the young clerk had probably been dead several hours before his body was discovered. He resided with his mother at Roxbury.

Silas W. Chaney, until recent years engaged in the wholesale grain and feed business at Denver, Colo., where he has resided since 1872, died on April 3 of heart failure. Mr. Chaney's horse and buggy were in front of the residence, and he and his wife were preparing to take a drive. When she entered the room where he was waiting for her, she found him dead in his chair.

Lorenzo D. Kneeland, who has been in the grain trade at Chicago for about twenty years, committed suicide at his residence, 4932 Lake Avenue, on April 9. Ill health and heart failure were the chief causes for his action. He was formerly with F. J. Kennett. Later he started the house of Lester, Kneeland & Co., which was succeeded by Kneeland, Clement & Curtis. He retired from the latter about two years ago.

Calvin G. Wilcox, aged 66 years, who for many years has conducted a successful grain business at Merrow, Conn., died during March after a week's illness. But a few days before his death he had celebrated, with his wife, the forty-third anniversary of their marriage. Mr. Wilcox was a direct descendant of one of three brothers who were prominently associated with Roger Williams in the settlement of Rhode Island. He is survived by his wife, a daughter and one son. Two brothers and a sister also survive him.

Howard Augustus Hill, aged 49 years, who for almost 25 years was connected with the Chicago Board of Trade, died at his home in Chicago on April 8, after a long illness. Several months ago he went to Europe in the hope of improving his health, returning to Chicago a few weeks ago. Early in his business life Mr. Hill managed a Boston theater. He figured in the wheat deal engineered by B. P. Hutchinson, familiarly known as "Old Hutch." For several years Mr. Hill had been in the commission brokerage business, with an office in Sherman Street. He was a member of the Westward Ho Golf Club and the Illinois Athletic Club and was one of the leaders of the

Board of Trade "rooters'" organization at the West Side baseball games. He is survived by his widow.

James Walker Smith, aged 65 years, for many years a prominent wholesale grain dealer of Pittsburg, Pa., died on March 18, at his home in that place. For eleven years he was a member of the firm of R. D. Ellwood & Co., grain dealers, but left that firm to head J. W. Smith & Co., wholesale dealers in grain, hay and feed. He was a director and formerly president of the Bank of Saltsburg and was a director of the Washington National Bank, of Pittsburg; treasurer of the Edrl Coal Co., and a member of the East Liberty Presbyterian Church. Surviving him are his wife, a son and a daughter.

James B. Kerr, aged 77 years, a retired grain man and contractor, died on March 24 at the West Penn Hospital in Pittsburg, Pa., after an illness of 10 days. Mr. Kerr was born in Ireland and came to this country when young. He settled in Pittsburg and had since resided in that vicinity. About 30 years ago he moved to Lawrenceville, where he became a member of the building and contracting firm of Zahnizer & Kerr. For almost 20 years he had conducted a grain and feed business in Lawrenceville. Four years ago he retired from active business life. Mr. Kerr never married.

Hiram Center, aged 86 years, for many years engaged in the grain business at Lake City, Minn., died at his home on March 15. Mr. Center was born at Grand Isle, Vermont, on June 1, 1822, and went to Lake City with his wife, son and daughter in May, 1869. He entered the grain business and continued in that occupation until his eightieth birthday. Some two weeks before his death, Mr. Center suffered a slight attack of pneumonia from which he recovered. But he was much debilitated and the immediate cause of death was old age. Surviving him are his two children, a son and a daughter.

George Frederick Aldrich Beane, aged 58 years, a well-known grain dealer and politician of Providence, R. I., died on March 13, after an illness of some months. Former State Senator Beane was born in Scituate, R. I., October 24, 1849, and received his education in the district schools of his native town, completing his course of studies at the Lapham Institute of Scituate and Scholfield's Commercial College of Providence. He was the son of Constant C. and Olive L. (Aldrich) Beane. Of his ancestral line may be mentioned families of Revolutionary fame. His early training for active life was in the many duties connected with farm life. After having engaged in several other occupations, in 1877 he established himself in the coal, hay, grain, teaming and livery business in Providence; and from a small beginning, the business rapidly grew to necessitate the enlargement of his buildings in 1887. It extended from street to street, being some 200 feet in length. His political career has been an active one and led to a seat in the state senate. Two sons and two daughters survive.

Bernard Warkentin, who for years has been prominently interested in grain and milling affairs in the Southwest, is reported to have met an untimely death, in Syria, where he has been traveling with his wife. As yet few details of Mr. Warkentin's death have arrived other than that it was an accident, he having been shot by a Syrian, while on a train traveling from Damascus. The Syrian was arrested and declared that while examining his pistol it had exploded and the ball struck Mr. Warkentin, who was in an adjoining compartment. His death will be greatly mourned by hundreds of his friends in this country, and especially those identified with the various corporations with which he was connected. He was interested in the Newton Mill & Elevator Co., Newton, Kan., the Halstead Mill & Elevator Co., Halstead, Kan., the Blackwell Mill & Elevator Co., Blackwell, Kan., and also in a number of banks and other companies. One of the latter is the Millers' National Insurance Co., of which he was a director. Mr. Warkentin was a native of Russia and came to the United States in 1871, settling in Halstead, Kan., where he established the first mill in that section. Through him hundreds of Mennonites were induced to locate in Southern Kansas and form settlements and it was these people that introduced the red turkey seed wheat into this country.

A wheat smuggler was arrested at Neche, N. D., on March 20 and 2,700 pounds of barley seized that had been brought in from Gretna, Man.

Two grain thieves found guilty at Cedar Rapids were fined \$50 and \$100, respectively, the first man being let off easy, as it seemed to have been the first offense.

BARLEY AND MALT

One of the most novel uses to which malt is put is to be found in Borden's Malted Milk factory at Elgin, Ill. Although the product in question is only a few years old the output is such that more than 400,000 pounds of malt were required last year. Malt plays only a minor part in the manufacture of this milk, which is put up in powder or tablet form, and yet it is an important one. Thousands of gallons of milk are used and hundreds of pounds of first quality winter wheat flour.

A party of seven members of the American Maltsters' Association have been visiting the principal barley growing states. On March 28 the party (composed of Joseph Kam, Buffalo, N. Y.; Edward C. Sohngen, Hamilton, Ohio; Bruno Fink, Milwaukee; C. E. Remer, Kenosha, Wis.; B. F. Hales, T. Vulniaku and Oscar J. Ruh, Chicago) visited the Chamber of Commerce at Minneapolis. They are trying to induce the farmers to use only the best seed, are advocating the sowing of six-row barley, and are working along the lines of the good seed work that was carried on so successfully in Iowa, in corn, and that the railroads of Minnesota took up when they ran the "good seed trains" out of Minneapolis.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.		Value.
February, 1907	56	\$	104
February, 1908	18,747		14,239
Eight mos. ending Feb., 1907..	35,794		12,797
Eight mos. ending Feb., 1908..	196,317		140,795
Exports—			
February, 1907	563,911		321,575
February, 1908	275,527		212,467
Eight mos. ending Feb., 1907..	7,244,604		3,932,858
Eight mos. ending Feb., 1908..	3,863,846		2,863,142

BARLEY MALT.			
Exports—	Bushels.		Value.
February, 1907	35,890	\$	21,840
February, 1908	10,738		10,223
Eight mos. ending Feb., 1907..	249,552		166,803
Eight mos. ending Feb., 1908..	175,094		150,313

BARLEY CROP OF 1907.

The main part of the visible supply of barley has been and still is controlled by a few elevator men in the Northwest; the fact is that they have controlled the crop since soon after it had been harvested. Every condition and circumstance connected with this year's crop was extremely favorable to their getting hold of the crop and put the price to where they wanted it to be. There was only one circumstance which came near spoiling their deeply concocted game, and that was the coming to our market of unexpectedly large quantities of Pacific Coast barley. They had left that out of their calculations, and this oversight came near causing their ruin. At the opening of the season they assiduously spread all over the country that the crop was an unusually heavy one. Unfortunately they found in the Government report a ready aid to their assertions. They quietly bought up all the barley they could, after which, through fictitious quotations and sales, they caused the market to go up with a rush above the dollar mark. The scheme has worked admirably so far, but whether they will carry the squeeze through successfully to a finish remains to be seen.

The first check encountered by them was the arrival of vast amounts of Pacific Coast barley. If it had not been for that, the price of barley would not have gone below a dollar. As reported, that danger has now virtually passed, as there is but little of Pacific Coast barley left to do them any damage. The second check now operating against them is the curtailing of the requirements of malt on the part of brewers and distillers. The issue of this last check, although aimed erroneously against the maltsters, is still in doubt.

There is no gainsaying that the crop of 1906-7 was a very poor one, as to quality as well as to quantity, and had the trade accepted that fact in the first place and instead of allowing the big elevator men to gobble up the best and choicest part of the available malting barley, the maltsters and brewers would have gone into the market and could have bought their requirements in the neighborhood of between 80 and 90 cents. Instead of that they have paid from \$1 to \$1.10 and even higher for a very large part

of their barley, and what they may have to pay during the balance of the season depends entirely on the will of those controlling the crop as shown in the published visible supply. The barley still in farmers' hands cuts a very small figure this year, for there is hardly enough left for seed.—Western Brewer.

AMERICAN MALTING REPORT.

The report of the American Malting Co. to the American Malt Corporation (the holding company) for the six months ended February 29, 1908, shows profits of \$368,622. The report says:

"The unfavorable weather conditions during the spring and summer of 1907 resulted in a barley crop estimated by the Government at 153,317,000 bushels, as against an estimate by the Government of 178,916,484 bushels as the production of 1906. These figures, however, tell only in part the story of the barley crop of 1907. To the statement of this reduced yield must be added the further statement that an unusually large percentage of the crop of 1907 was of a quality unfit for malting, leaving that portion of the crop which can be graded as desirable malting barley relatively small. The quality of the barley was adversely affected by the cold and wet weather of the early spring and summer.

"The current fiscal year of the American Malting Co., beginning with September 1, 1907, will be a notable one in the history of the malting business, because of the heavy handicaps under which business has been conducted, namely, a short supply of malting grades of barley and very high prices for the same, combined with a reduced demand for malt, keen competition and financial panic. Notwithstanding these adverse conditions, the season's purchases of barley and contracts for sale of malt have progressed so far that it can be said confidently that the operations of the American Malting Co. will result in satisfactory net earnings, sufficient, it is hoped, to enable that company, in October, 1908, to resume the payment of dividends on its preferred stock, the greater portion of which will be paid into the treasury of your company, thus enabling you to inaugurate the payment of dividends on your preferred stock."

The condensed balance sheet as of February 29, last, shows cash on hand of \$601,629; total assets of \$35,335,663 and surplus August 31, 1907, of \$478,031.

THE BARLEY SITUATION.

The recent visit of representative members of the malting trade to Minneapolis in the interest of good seed was an event of no little importance to the Northwest. After the experience of the current season there is every reason to look forward to a liberal barley production the coming season.

The great handicap on the malting business this year was the poor quality of the berry. Good malting barley was scarce. What there was could be obtained in quantity only in the local market and for that reason Minneapolis was, above all centers, the most active. Just what the outlook for the coming season is cannot be conjectured at this time. From the way receipts have been running it looks as if the country had been swept quite clean of desirable malting stuff. This seems more than reasonable because of the high prices prevailing, the somewhat limited yield and the fact that farmers do not hoard barley the way they are apt to do wheat.

Last year's crop, according to the recent report of the president of the American Malting Company, was a victim of the abnormal climatic conditions of last spring and summer. There was not only a reduced yield, but a large percentage of it was unfit for malting purposes.

Of course, the future tendency of the market will depend upon the new crop and the commercial situation. Until it is possible to get a line on the 1908 outcome as well as the prospective demand side of the market, the buying power is likely to be restricted. The general market situation is very quiet. There has probably been no year in which there had been so many diverse factors to contend with for the malting interests, not the least of which is the "wave of prohibition."—Duluth Commercial Record.

E. W. Conklin & Son of Binghamton, N. Y., have reincorporated with a capital stock of \$300,000 to do a wholesale seed business. Horace E. Conklin holds \$290,000 of stock, all of which is paid in. The life of the corporation is to be 100 years. The directors are Horace E. Conklin, Morris N. Rogers, Patrick J. Quilter, Commodore P. Woodward and Jesse C. Hillis, all of Binghamton. The 10,000 of stock not held by Mr. Conklin is distributed as follows: M. N. Rogers, \$3,000; P. J. Quilter, \$3,000; C. P. Woodward, \$2,000, and J. C. Hillis, \$2,000.

THE CO-OPERATIVES

The stockholders of the Farmers' Elevator Co. of Wellsburg, Ia., recently "figured up" and found the losses in 1907 to have been \$4,960. It was necessary to assess each share of stock \$100 to pay the debts.

The Farmers' Equity Elevator Co. of Rugby, Minn., has finally obtained a deed to its property and subscribed \$500 to the capital stock of the proposed "independent" grain commission company at Minneapolis.

The Sibley Grain Co., Sibley, Ill., closed 1907 with a deficit, "owing to the heavy contracting for oats during the past summer and the failure of the parties selling delivering the amount sold, and the company's having to stand good the margin on the rise in the Chicago market."

The council of the municipality of Kildonan, Man., Canada, recently adopted a resolution calling on the Dominion government "to provide a system of government elevators, the one at initial, the other at terminal and transfer points, for the handling and storage of the grain products of the three western provinces."

Some farmers' elevator company dividends for 1907: Farmers' Co-operative, Balaton, Minn., 100 per cent; Witt Elevator Co., Witt, Ill., 6 per cent; Farmers' Elevator Co., Ferris, Ill., 10 per cent; Farmers' Elevator Co., Gilman, Ia., \$1,467.27; Beaver Creek Farmers' Elevator Co. (earned, but not paid), 75 per cent.

The Minnesota Farmers' Elevator Association held its annual meeting at Pipestone, and it was largely attended. There were papers on "The Farmers' Elevator From a Legal Standpoint," "Can a Farmers' Elevator Handle Coal and Lumber Successfully?" "What the Farmer Is Doing for the Development of Our State," "Coal and How It Is Handled," "The Need of Co-operative Education," "Tile Drainage," "How to Manage a Farmers' Elevator," "Elevator Bookkeeping," "Do Farmers' Elevators Benefit a Community?" etc.

The Colorado Farmers' Produce and Supply Co. has been organized with capital of \$25,000 and headquarters at Julesburg. With this sum it proposes to "fight the trusts and secure favorable legislation;" buy, sell, export and import farm products, especially naming grain, wheat, beets and a few staple products of that nature; build elevators, mills, storehouses, granaries and commission houses; provide markets in order to compete with the trusts and drive them out by dealing directly with the middleman; and advance the farming interests in every way possible by lawful and legitimate means and by getting railroad rates, shipping facilities and markets and holding real estate. Whew!

The farmers of Walla Walla Valley, Wash., on the lines of the O. R. & N. Co. and N. P. R. R., have been in negotiation with the Puget Sound Warehouse Co. and Pacific Coast Elevator Co. to buy their local warehouse properties. They threatened to build rival houses if they could not buy. The friction between the producers and the warehousemen began, it is said, when the farmers demanded the old rate of 50 cents per ton for storage and 25 cents per ton for running the grain through the warehouses. The warehouse companies, just at harvest time last year, advanced storage rates from 50 to 75 cents per ton; and despite protests, the warehouses declined to reduce the rates. Matters drifted along until recently, when the farmers decided to take up the rate question with the warehouse companies, and either secure a reduction of rates, buy the houses or else build warehouses of their own.

The nineteenth annual meeting of the Rockwell Co-operative Society of Rockwell, Ia., was held in March. The financial report showed that the business of the society fell off for 1907 about \$30,000 in the total in comparison with 1906. The total business in 1907 was \$480,363.10, as compared with \$514,331.76 in 1906. The reason for this loss is the fact that not a bushel of home-grown corn was shipped from the elevator. In this item there is a falling off of 130,000 bushels and a slump of 75,000 bushels in oats. The total profit of the society this year amounts to \$3,000. The report of the secretary is as follows: Oats, bushels sold, 251,243; corn, bushels sold, 69,517; barley, bushels sold, 4,025; twine, pounds, 44,000; clover seed, 14,700; coal, tons, 2,615; flour, sacks, 4,960; cement, barrels, 400; salt, barrels, 449; salt, in 100-pound sacks, 1,629; oil, barrels, 33; lumber, feet, 520,265; posts, 9,895; shingles, 1,030,000; laths, 60,000; grain sacks, 1,150; clothing, shoes, etc., \$16,394.65; machinery, \$1,766.30; sash, doors, roofing, \$1,008.50; grease, \$151.05; paint,

\$365.70; total, \$480,363.10. At the next anniversary the company's charter will expire, and it is the plan to reorganize and increase the capital stock from \$20,000, as it has been since the beginning, to \$50,000.

BULK GRAIN IN WASHINGTON.

The organizer of the Farmers' Cooperative and Educational Union met at Palouse, Wash., with members of the Palouse and Kennedy Ford locals, about 80 in number, to discuss the question of handling wheat in bulk. A committee appointed to ascertain the cost of portable steel tanks and the cost of elevator equipment reported that there would be no great expense. The tanks cost \$85, \$112 and \$150 each, holding, respectively, 1,000, 1,500 and 2,000 bushels. A cleaner, with a capacity of 500 bushels per hour, could be installed for \$275, and machinery for elevating the grain in a 40-foot elevator, with a capacity of 1,000 bushels per hour, would cost but \$94. A loading machine, which will load a 100-bushel wagon box from the steel tanks in eight minutes, will cost about \$40.

It was estimated by many farmers that 200 of the steel tanks will be put into use in the wheat fields in that territory during the coming season.

Another matter that the members of the Palouse local are working on is the ownership of their warehouses. It is practically assured that one house will be operated there by the farmers this year, as an option has been secured by four extensive wheat growers on a house on the Spokane & Inland R. R.

WISCONSIN MALTSTERS' CLUB.

The Wisconsin Maltsters' Club has addressed a petition to the Secretary of Agriculture, deprecating the substitution proposed by that department of European two-rowed pedigree barley for the six-rowed barley which at present forms almost exclusively the entire bulk of barley cultivated in our main barley growing states, like Iowa, Minnesota, Wisconsin, South Dakota, North Dakota and to a minor extent Michigan, Ohio, Pennsylvania and New York. The petition then says: "We cannot but view with misgivings the efforts to displace by European two-rowed varieties the six-rowed Manchuria or similar types of barley grown in the above-mentioned states, since, even granting the possibility of their successful cultivation from an agronomic point of view, the introduction of the two-rowed barleys would tend to create a serious situation for the following reasons:

"1. The difficulty, if not impossibility, of securing unmixed barleys where different types are grown in contiguous territories.

"2. The impossibility of obtaining a good and uniform quality of malt from such mixtures, as each type necessitates specialized treatment in malting operations.

"3. Because a malt produced from the Manchuria type of barley, with its higher albumen and phosphate content, assures beers richer in those valuable constituents like albumen and phosphoric acid, which are used as an index of quality by all recognized authorities, including the United States Pure Food Commission.

"4. The unsuitability of the two-rowed barleys for the production of high-grade American bottle beers and the consequent refusal of brewers generally to accept malt produced from the same.

"We, therefore, respectfully recommend, firstly, that all efforts to displace the Manchuria or similar types of barley at present cultivated in above-mentioned states by two-rowed varieties be discontinued; secondly, that the efforts at improvement of the American barleys to be cultivated in these states be directed towards the improvement of the existing varieties or types, like the Manchuria or similar six-rowed varieties, and that these varieties form the basic material for pedigree cultures to the entire exclusion of the two-rowed types; thirdly, that the efforts at introducing new two-rowed varieties of barley be limited to those states, like California, Idaho, Montana, Oregon, Washington, Utah, whose climatic conditions seem to favor their cultivation, yielding, as they do, crops of barley of the two-rowed variety that compare favorably with the standard barleys produced in Europe, in the markets of which they find ready purchasers, while the American market regards them with well founded suspicion for above mentioned reasons enumerated under clauses 3 and 4."

Prof. Andrew Boss of the Agricultural College, St. Anthony Park, Minn., advises against the importation of seed oats from the irrigated lands of Montana for seeding in Minnesota. He says it would be allowable to try this variety of oats in a small way, but would be a mistake to try to make it the main crop.

PERSONAL

Nester Armistead of Branson will act as agent for an elevator at Wauponsee, Ill.

George Abbott has been engaged to run the Farmers' Elevator at Ferris, Iowa.

S. Zylstra, of Platte, S. D., has become manager, of the Carlton Elevator at Corsica, S. D.

Nels T. Austinson has resigned as manager of the Rex Elevator Co. at Dennison, Minn.

J. L. Cohn of Rochester, Minn., has gone to Byron, Minn., to take charge of the Van Dusen Elevator.

Andy Montgomery of Pocahontas, Iowa, has been given charge of the grain elevator at Rutland, Iowa.

N. J. Steffen has removed from Holland, Minn., to Big Stone City, where he has taken charge of an elevator.

Knute Westeheim, a well-known grain buyer of Tower City, N. D., has taken charge of the Monarch Elevator.

James A. Patten of the Chicago Board of Trade has been elected a member of the New York Stock Exchange.

Isaac N. Boucher, a miller at Tilton, N. H., has gone to Buffalo, N. Y., where he will engage in the grain business.

Albert Reinhardt, of Bird Island, Minn., has gone to White Rock, S. D., where he will run his father's grain elevator.

M. S. Sheehan, formerly agent for an elevator at Fessenden, N. D., has taken a similar position at Wimbeldon, N. D.

S. Rutt of North Chester, Ohio, has gone to Smithville, Ohio, to take charge of a grain elevator he has lately acquired.

Col. B. C. Christopher of Kansas City, Mo., known as one of the largest grain men in the Southwest, has returned from a European trip.

J. H. Yoder has become manager of the Duff Grain Co.'s business at Washington, Kan. He succeeds Johnny Conklin, who resigned on account of illness.

J. M. Hartfield, who has been at Trinidad, Colo., has gone to Jackson, Miss., for Patton & Hartfield, dealers in wholesale grain, of which firm he is a member.

A. V. Morgan, who has been in charge of the Updike Elevator at Strang, Neb., has been transferred to Ragan, Neb. George Powell, of Schickley, takes his place.

O. A. Streater, a prominent grain merchant at Armour, S. D., is a candidate for mayor in a three-cornered fight. William Moore, a miller, is one of his opponents.

Anton Mitsven of Bode, Iowa, has become manager of the Farmers' Elevator at Ottosen, Iowa. Axel Enger succeeds him as manager of the Bode Farmers' Elevator Co.

C. G. Johnson, for several years grain buyer at the Crown Elevator in Clinton, Minn., has resigned to take a similar position with the Peavey Co. at Wyndemere, N. D.

Ed Fogarty, manager of the J. P. Coffey Elevator at Ellsworth, Minn., slipped and fell recently in such a manner that he sustained a compound fracture of his right leg, just above the ankle.

A. C. Aaby of Olmsted County, Minn., who was formerly secretary of the State Board of Grain Appeals at Minneapolis, has announced his candidacy for Republican nomination for Railroad and Warehouse Commissioner.

B. J. Headen, whose elevator at La Harpe, Ill., was totally destroyed on March 21, occasioning a \$2,500 loss, lost his valuable papers in the fire. This elevator burned 25 years ago and Mr. Headen then suffered a bad loss.

Frank Wakeman, a grain merchant of Chatsworth, Ia., recently found a note under his door saying that if he did not deposit \$10,000 at a certain place, he, his family and all his property would be destroyed. Wakeman identified the writing as being like indorsements written upon checks by George Hendrick, 18 years of age, who subsequently admitted to the police that he wrote the note.

Frank Wick, an employe of the Northern Grain Co. at Milwaukee, Wis., sustained internal injuries that may cause his death, on March 16. Wick was at work on a ladder, sixty feet in the air, and when he lost his footing, leaped to a scaffold thirty feet below. The scaffold gave way and he was carried to the ground, thirty feet farther down. The fact that Wick sustained a paralytic

stroke a few weeks ago makes his recovery very doubtful in view of the seriousness of his injuries.

George Coulson, the owner of an elevator at LaHarpe, Ill., was severely hurt at his elevator recently. While working on the engine the fly-wheel burst and a piece flew out, striking him on the leg below the knee. While no bones were broken, the injury was a most painful one.

H. C. Puffer, of the grain company bearing his name, celebrated the fortieth anniversary of his business life on April 1 at a prominent hostelry in Springfield, Mass. After a sumptuous dinner the directors of the company, who, with their wives, were among the guests, presented him with a handsome French clock, suitably inscribed. It was on April 1, 1868, that Mr. Puffer opened his first grain, flour and feed store in Springfield, and he has been in that business ever since. After remaining a short time in his first store he and his partner, J. W. Wilder, bought the Old Springfield Bank Building, where they conducted their business for 21 years. Then the partnership was dissolved, and Mr. Puffer has since been located at 150 State Street, with a large warehouse at 186-202 Lyman Street. He incorporated his business in 1899, soon after added the Collins property with its large railroad frontage to his plant, and has since conducted a large wholesale business in flour, grain and feed, all up and down the Boston & Albany railroad, in addition to his retail business. In 1902 he relinquished the active management of the business to J. C. McVeigh, vice-president of the concern, and H. R. Puffer, his son, although he still retains the controlling interest and general supervision. Mr. Puffer was born in Sudbury, February 3, 1842, and was the youngest son of Capt. Reuben and Nancy Walker Puffer. At the age of 22 he acted on the advice of Horace Greeley and "went West," served in the office of the American Express Co. and as messenger out of St. Louis. Later he accepted a position in the office of Flint, Thompson & Co., who operated the grain elevators of the Chicago & Rock Island Railroad, coming to Springfield in 1861 to take charge of the grain business of F. J. Parker. Mr. Puffer, in addition to his grain business, is interested in real estate as a member of the firm of Puffer & Parker. In 1893 they bought land on Bay Street and laid out Berkeley, Clifford and part of Monmouth Streets and Berkeley Place, building and selling many of the houses on those streets.

CORN.

When the Spaniards colonized South America they fiercely sought gold. The prolific presence of maize was to them utterly unimportant. Prescott relates that one time the cavaliers fixed their quarters in the public granaries, where they contemptuously trod and kicked the corn under foot. The talented historian further relates that the time came when the Spanish gallants threw away their spoils and sought corn for food, which became worth its weight in gold. This discovery of corn value by the early adventurers was the forerunner of a later world triumph by corn as a foodstuff.

Corn has made a wonderful early year advance. In the long upturn covering a gain of 15 cents to a top of around 68 cents the feature has been steadiness with practically never a break of more than 1½ cents. There have been no shakeouts of consequence. The visible failed to increase. Cash prices kept pace with the futures. Bad curing weather was permanent. Good corn a rarity. Finally—first-class seed corn is scarce and the farmer must test every bushel before planting.

The taints of heredity are thus present in corn. Nature carries over her trouble from 1907 into 1908. Result—never in corn history was an unplanted crop so much discussed. Fourteen ears are required to plant an acre. Each ear means five bushels in the fall.

The food value of the 1907 crop is the lowest ever known. One authority says: "The food value will probably not be more than half of a normal yield of mature corn on the same acreage." As the year 1908 advances the reports on corn do not change in character. There is an unending production of evidence justifying the high prices.—E. W. Wagner.

New Orleans in March exported 84,666:40 bushels of wheat to Antwerp and Liverpool and 731,671:34 bushels of corn, mainly to Ireland and the Continent.

Advices from London on April 9 stated one of the largest grain firms in the city was in serious difficulties. The liabilities, it was declared, exceeded the assets by nearly \$500,000. The creditors were called together on April 13. Overspeculation is said to be responsible for the trouble.

TRANSPORTATION

The Wabash Railroad has published a new tariff, which becomes effective on April 17, and abolishes the arbitrary on grain at any Illinois point beyond Taylorville and consigned to St. Louis. All other eastern lines will issue similar tariffs.

The Northern Pacific Railroad has announced a reduction averaging 10 cents in the rates on grain bags shipped from Portland, Tacoma and Seattle in car lots. For carloads of the minimum weight of 40,000 pounds the new rates, which will go into effect May 1, will be on the following basis.

The Union Pacific Railroad Co. on March 30 filed an action in the United States Court to have the order of the State Board of Railroad Commissioners set aside, ordering a switch built at Culver for the Culver Grain and Elevator Co. The railroad holds that the switch would be for private purposes. It is willing to grant a site for the switch, but it does not feel that it should be compelled to build the track.

A reduction of \$1 a ton in wheat and flour rates from the Pacific coast to the Orient has been announced by the Great Northern Steamship Co., the Nippon Yusen Kaisha Steamship Co., Dodwell & Co. and Frank Waterhouse & Co. A preferential rate also has been given on flour in 3,000-ton shipments, where the shipment is in one boat and to one port. The action of the companies was prompted by a protest that flour should have a lower rate than the raw material. The reduction is equivalent to 50 cents a ton. The new rates on flour and wheat per ton of 2,000 pounds follow: Wheat to Japan and Hongkong, \$2.50; formerly \$3.50 and \$4, respectively. Flour to Japan, \$3; to Hongkong, \$3.50. Wheat and flour to Shanghai, \$4, a reduction of \$1. Wheat and flour to Amoy, \$4.

Commissioner Charles A. Prouty of the Interstate Commerce Commission heard the complaint of the Hecker-Jones-Jewell Milling Co. at New York on March 28, charging discrimination on export and domestic grain rates by several railroad companies. The railroads are the Baltimore & Ohio, the Erie, the Pennsylvania, the New York Central & Hudson River, the West Shore and about a dozen others. William Kallman, second assistant freight manager of the New York Central lines east of Buffalo, said the principal reason for a lower rate on wheat for export than for domestic consumption was the competition by water with rail in this country, and competition with grain from Russia and other foreign countries. Mr. Kallman said that the mills in Boston and Philadelphia are required to pay the domestic rates.

SOUTH AFRICA SELLING CORN.

A new competitor of this country in the shipment of corn is indicated by the importation of South African corn by Europe. The high price and damp condition of American corn has induced foreign buyers to look for cheap grain. The Baltimore Daily Produce Report on January 13 published a letter received by the Robert Ramsay Company from A. W. Edwards & Son of Antwerp, which is as follows:

"As regards maize, you will probably be surprised to hear that we are now importing considerable quantities of this article from South Africa. The Union Castle Line has landed several cargoes, and there are more on the way. We have seen this maize and the quality is admirable. In fact, it seems to have captivated our grain merchants."

Apropos the same subject the Manchester (England) Guardian of recent date said:

"It is officially stated at Johannesburg that with the object of promoting the production of South African maize (locally called mealies) and its sale in European markets, the Transvaal, Orange River Colony and Central South African Railways administration have entered into an arrangement with the Portuguese and Cape Colony governments as from January 1, 1908, fixing the maximum rate for the conveyance of mealies for export overseas at 10s (\$2.40) per ton delivered to the vessel. It is anticipated that Natal will also join the agreement. The Delagoa Bay and Cape Colony authorities have cordially assisted the inland colonies with the foregoing object, and the conference lines have agreed upon a low uniform rate. Negotiations are proceeding with Sir Richard Solomon, the Agent-General of the Transvaal in London, for the introduction of mealies in England."

CROP REPORTS

There has been little or no rain in the California grain belt since March 5. Barley is the chief crop.

Reports indicate a material increase in the wheat acreage in the Red River Valley of Minnesota.

Continuous rains in Illinois and Indiana during early April has delayed oats seeding and might decrease the acreage.

Kansas, Oklahoma and Texas entomologists say there will be no harm from the green bug this season in those states.

The Michigan April crop report shows the wheat condition at 96. Last December it was 83, the same as April, 1907. March was favorable for wheat.

J. W. Arrowsmith, state grain inspector of Washington, estimates that twelve counties in eastern Washington will produce not less than 40,000,000 bushels of wheat this season.

The Ohio Department of Agriculture reports on April 1 the condition of wheat to be 85 per cent; barley 81 per cent; rye 86 per cent. On December 1 wheat was 80 per cent. Wheat now is in good condition and thriving, for March was very favorable. The acreage this year is but 88 per cent of last year. Oat seeding is well under way.

The Pope & Eckhardt Co., grain commission merchants of Chicago, Ill., sent out a bulletin late in March, giving reports from various correspondents in Illinois and Iowa. From a cursory glance over the reports oat seeding appears to have been in full swing at that time; the ground was in a splendid condition and the weather was fine. Wheat looks very promising.

Secretary H. B. Dorsey, of the Texas Grain Dealers' Association, heard from enough correspondents on March 25 to say: "Wheat and oats are all to the good, judging from the many reports I have received, and about the only apprehension now being entertained is that of the corn crop, which will quite probably be a dismal failure. This condition is attributed to the continued wet and cold weather, which has left the ground in a very poor condition and which will materially detract from the usual good corn crop."

Frost went to a greater depth in North Dakota than for 17 years, according to tests at the Agricultural College. This, too, is in spite of the unusually mild winter. It is accounted for by the fact that there was no snow on the ground to protect the soil. Farmers regard the deep frost as almost a certain guarantee of good crops, as it will furnish continuous moisture, coming daily to the surface, practically through the entire growing season. Seeding throughout the state was commenced early in April, the top soil being dry and in splendid condition for working.

"The Hessian Fly dispersion is over the entire southern half of Kansas, and as far west as Kiowa and Ford counties," says Prof. Dean of Manhattan College. "At the college thousands of the larvae on flax seeds have been hatched out, and in no instance did a parasite appear. In the breeding cages close investigation was given, and the number of eggs laid by the females ran from fifty to seventy-six, which is three times greater than the generally accepted fecundity of the insect. It can readily be seen that the small damage made by the first brood last fall can be multiplied into disaster under favorable conditions. The only thing that will reduce or remove danger is a period of rain during the coming out of the fly."

P. S. Goodman, a Chicago crop expert, returned from the Southwest on April 10, and said: "An extensive dry area has covered western Nebraska, Kansas, Oklahoma and the panhandle of Texas. In part of this section no moisture has fallen since December; over a small part of it there were showers in February; and over a limited area a few showers in the last week. A line drawn southwest from Beatrice, Neb., to Amarillo, Texas, marks the dividing line between the moist and arid regions. In Nebraska 1,500,000 acres is in the dry and 500,000 acres semi-dry. In Kansas the dry area covers 3,000,000 acres. Respecting the probability of rain, I find that those who have been in the state for a long period of years are not sanguine. They hold the theory that the moisture in the western two-thirds of Kansas comes from the Rocky Mountains. They claim that in every year when no snows were in the mountains, that Kansas has suffered a drought.

There are no snows in the Rockies now. All the rainfall in the last two weeks has come from the east and north, and little of it has extended beyond the eastern third of the state. In the western counties some late sown wheat has not yet come up, and even the best fields do not show over a two-inch growth. This is brown and in many places turning yellow."

On April 8, a few days earlier than usual, the crop reporting board of the United States Bureau of Statistics of the Department of Agriculture issued its statement. The board finds from its reports of correspondents and agents that the average condition of winter wheat on April 1 was 91.3 per cent of a normal, against 89.9 on April 1, 1907, 89.1 on April 1, 1906, 91.6 on April 1, 1905, and 86.2 the average of the ten years of 1898-1907 on April 1. This means an indicated yield of 493,898,000 bushels. The following table shows for the principal winter wheat states the average condition on April 1, of 1908 and 1907, and the average of the past ten years of the April 1 con-

dition, also the per cent of the total acreage in the United States within each state:

States.	Per cent of U. S. acreage grown in state.	Condition April 1.		
		1908.	1907.	10 yr. average.
Kansas	19.1	95	99	90
Indiana	8.9	90	81	81
Illinois	7.7	92	95	88
Nebraska	7.6	93	99	90
Missouri	7.3	93	96	88
Ohio	6.8	85	83	80
Pennsylvania	5.2	83	95	88
California	4.9	88	80	90
Oklahoma	4.4	94	76	86
Texas	3.2	95	51	79
Michigan	2.9	90	81	81
Tennessee	2.7	95	96	84
Kentucky	2.5	95	95	85
Maryland	2.5	83	94	89
Virginia	2.2	90	92	86
North Carolina	1.9	91	94	88
Washington	1.5	94	95	90
New York	1.4	90	87	88
Oregon	1.3	97	92	92
West Virginia	1.2	85	93	83
All others	4.8	91	93	89
United States	100.0	91.3	89.9	86.2

LATE PATENTS

Issued on March 10, 1908.

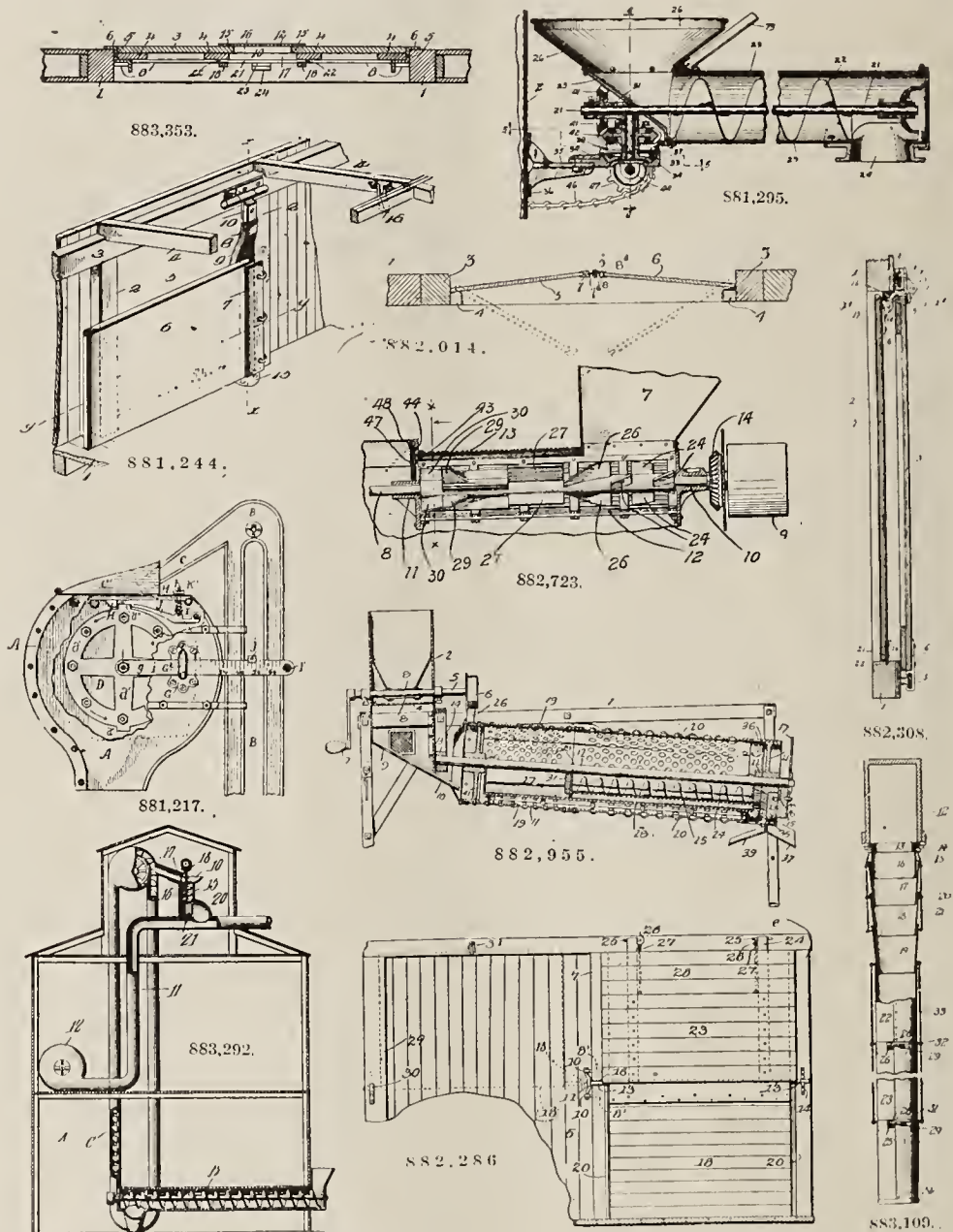
Automatic Grain Weigher.—George M. Baird, Oklahoma, Okla. Filed February 28, 1907. No. 881,217. See cut.

Grain Car Door.—James H. Jones and Peter Lynch, Atlantic, Iowa. Filed April 15, 1907. No. 881,244. See cut.

Swinging Conveyor.—Chester Bradford, Indianapolis, Ind. Filed April 2, 1906. No. 881,295. See cut.

Issued on March 17, 1908.

Grain Door for Cars.—Charles C. Neale, Minneapolis, assignor of three-tenths to John P. Nash,



three-tenths to William M. Nash, one-fifth to Helena M. Neale and one-fifth to John H. Steele, Minneapolis, Minn. Filed March 15, 1907. No. 882,014. See cut.

Grain Car Door.—William L. Aurand, Milford, Ill. Filed March 26, 1906. No. 882,286. See cut.

Grain Door for Cars.—George H. Gilman, St. Paul, Minn. Filed October 5, 1907. No. 882,308. See cut.

Issued on March 24, 1908.

Corn Sheller.—John V. Stradley, Minneapolis, Minn., assignor to the Minneapolis Threshing Machine Company, Minneapolis, Minn. Filed July 13, 1906. No. 882,723. See cut.

Conveyor.—John T. H. Paul, Chicago, Ill., assignor to E. Goldman & Co. Inc., Chicago, Ill. Filed December 6, 1907. No. 882,795.

Grain Separator.—John A. Neufeld, Mountain Lake, Minn. Filed July 22, 1907. No. 882,955. See cut.

Flexible Spout.—John H. Gilman, Ottawa, Ill., assignor to King & Hamilton Company, Ottawa, Ill. Filed November 4, 1907. No. 883,109. See cut.

Issued on March 31, 1908.

Pneumatic Grain Conveyor.—William F. Carlton, Advance, Mo. Filed September 6, 1907. No. 883,292. See cut.

Grain Door for Freight Cars.—John B. Smiley, South Omaha, Neb. Filed December 31, 1906. No 883,353. See cut.

THE BALTIC POOL SUPREME.

The Commerce Commission, in the case known as the Baltic Pool, has ruled that it has no jurisdiction over oceanic transportation. The case in which the decision was made was that of the Cosmopolitan Shipping Company of Philadelphia, which alleged that the Hamburg-American Packet Company, North German Lloyd, Wilson Lines and the Scandinavian-American Lines, forming the so-called "Baltic pool," transport traffic under through bills of lading between inland points of the United States and foreign ports; that the defendants have made an arrangement for the pooling of eastbound export traffic moving by rail to Atlantic ports, and thence by steamship lines to points in Denmark, Sweden, Norway, Finland and German points on the Baltic; that this so-called "Baltic pool" arbitrarily determines the ultimate rates from such inland points of the United States to such foreign ports via the North Atlantic ports, and that the Hamburg-American Packet Company maintains a monopoly of west-bound and eastbound traffic forwarded on local and on through bills of lading between Germany and other Continental countries and inland cities of the United States.

The prayer of the petition was that the Commission declare the "Baltic pool" to be an illegal pooling of freights under the interstate commerce act, that the monopoly of the Hamburg-American Packet Company be declared unlawful and that relief be granted to the complainant, which also is a transatlantic steamship company doing a freight business between American and Continental ports.

In his discussion of the reasons for the Commission's action Commissioner Lane declares that the Commission has no jurisdiction as to shipments moving from ports of the United States to a foreign country not adjacent, when such shipments are not carried by rail, or by rail and water, from an inland point of origin to a port of transshipment.

"The Commission," says Mr. Lane, "may regulate interstate traffic, whether by rail or by a combined rail-and-water route, from point of receipt to point of delivery; but the Commission in its control over foreign commerce is limited to the regulation of such traffic, whether by railroad or by a combination of rail-and-water carriers, from and to the point of transshipment.

"The act provides no machinery by which its provisions can be enforced as to transatlantic steamship lines; that absence of such provision can be explained only by accepting the interpretation that the Commission has no jurisdiction in the premises."

Commissioner Lane adds that there may be an unlimited volume of all-water commerce from the American seaboard to the European seaboard, but over such commerce or the carriers engaged therein the Commission has no regulating power whatsoever so long as the shipments originate at the seaboard and are not transshipped to the ocean carriers.

"Accordingly," continues the opinion, "it has been the uniform interpretation of the law that an all-water carrier engaged in carrying freight originating at New York or New Orleans may engage in such traffic between such ports without publishing its rates with this Commission; but if such water carriers are controlled or managed by the same corporation as controls or manages a rail line, or if between a rail-and-water line there is an arrangement for continuous carriage, then such water line becomes subject to all the provisions mandatory and prohibitory of the act to regulate commerce.

"The Cosmopolitan Shipping Company may bring before the Commission the rail carriers engaged in the transportation of such foreign commerce to and from ports of transshipment and subject them to investigation as to their methods of handling such business and the reasons therefor.

"If it is found that there is discrimination as between shipping points or points of transshipment in the United States on the part of these rail carriers, it is within the function of the Commission to correct such wrong."

Guy R. Fox of Minneapolis, receiver of the Traders' Grain Co. of Superior, Wis., dropped into Grand Forks, N. D., on March 15, looking after some collections and smaller assets in the shape of a few dollars' worth of branch office equipment. An old typewriter and a chair were about all that were left.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address JAMES M. MAGUIRE, Campus, Ill.

FOR SALE.

Six good cribbed 20,000-bushel elevators in Northern Iowa. Address IOWA, Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE OR RENT.

Forty-thousand-bushel steam power cribbed elevator; on Belt Railway; good territory. Address J. C., Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Well-equipped, up-to-date grain and bean elevator in good farming community. Look it over and if price does not suit, make us an offer. Best of reasons for selling.

J. F. CARTWRIGHT CO., Davison, Mich.

WANTED

A good office man with some experience in grain to buy half interest in good paying line of 13 elevators; \$35,000 to \$50,000 required. Address THIRTEEN, Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

GOOD ELEVATOR PROPERTIES.

If you want to purchase a large or small mill, or a good elevator, in Kansas, Oklahoma or Nebraska, write me, as I have a list of good properties for sale.

C. E. R. WINTHROP, Room 404 Sedgwick Block, Wichita, Kan.

FOR SALE.

Strictly modern elevator, 30,000 bushels capacity, 14,000 feet wareroom space, located on terminals of all railroads in Nashville, Tenn. Leased for 1908 on very profitable basis and parties now doing capacity business. For particulars address

WILLIAMS & HAYS CO., Nashville, Tenn.

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Elevator and lucrative business. Elevator capacity, 75,000 bushels; all latest improvements, with electric power, etc.; large grain warehouse; large fireproof brick hemp house; coal and grain business. Situated in the best of the Blue Grass region, Georgetown, Scott County, Ky. Only elevator in county; annual wheat production, 400,000 bushels. Georgetown has a population of 8,000. Three railroads in our yards. For particulars address

OFFUTT & BLACKBURN, Georgetown, Ky.

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Gasoline engines for sale, 5, 7, 10 and 20 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

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One No. 37 Howes Oat Clipper, good as new. Address THE ADY & CROWE MERCANTILE CO., Denver, Colo.

FOR SALE.

Grinder, loader and clipper, nearly new; 60-horsepower engine and 80-horsepower boiler, good condition; no use for them.

C. J. MEYER, Frankfort, Ill.

FOR SALE.

Two U. S. Moisture Testers (Greiner make with glass flasks) for gas; slightly used, but good as new, \$25 each.

HESS WARMING & VENTILATING CO., 909 Tacoma Bldg., Chicago, Ill.

MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

FOR SALE.

Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

A. H. McDONALD, 38 W. Randolph St., Chicago.

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SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MILL WANTED.

Write for our proposition to establish a home and export flour mill at the mouth of the Columbia River on the Pacific Coast.

ROOM 1180 CHAMBER OF COMMERCE, Astoria, Ore.

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Elevator or mill and elevator for good improved Illinois or Iowa farm. Address
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These spout cut-offs are simple effective and durable. Their use with conveyors for in and outlet, hopper bottoms, spout cut-offs, etc., is unlimited.
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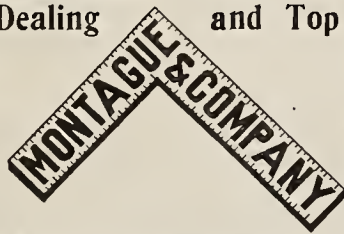
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CONSIGNMENTS SOLICITED. Special attention given to the handling of CORN AND OATS.

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Grain Commission Merchants

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311-14 Board of Trade. Kansas City, Mo.

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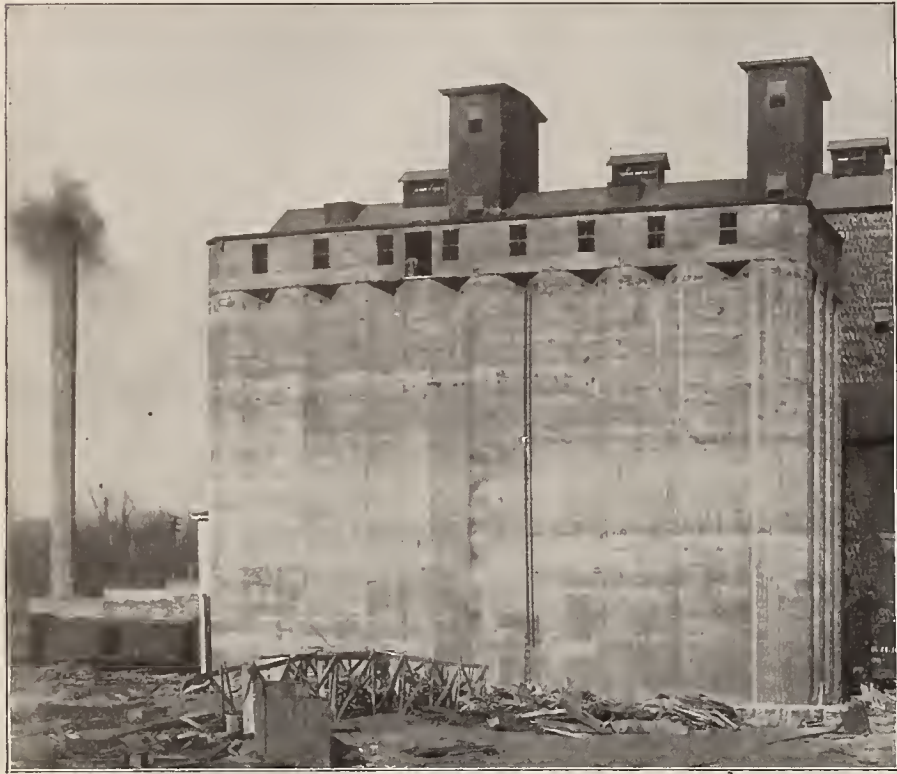
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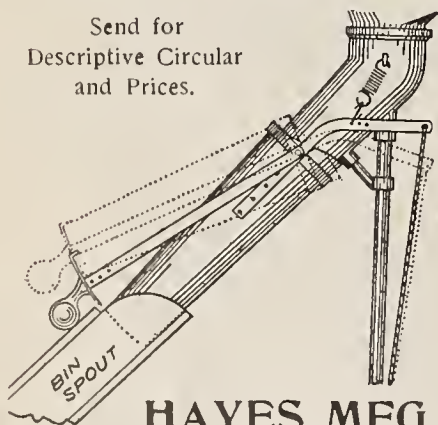
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**Peerless Automatic Distributing Spout
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There are no circumstances or conditions that grain will mix or scatter when being distributed.

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It is thoroughly well made.

It fits in place of other spouts.

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Grain Elevators**

Cut shows H. W. Rogers & Bro.'s Elevator at Harvey, Ill. Operating house burned Sept. 30, 1905. Tile tanks, built by us, with contents were uninjured. This shows the advantages of hollow tile bin construction.

Designs and estimates promptly furnished
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McClanahan Concrete Co.,

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JAMES STEWART & CO.Designers and Builders of **GRAIN ELEVATORS** in all parts of the world

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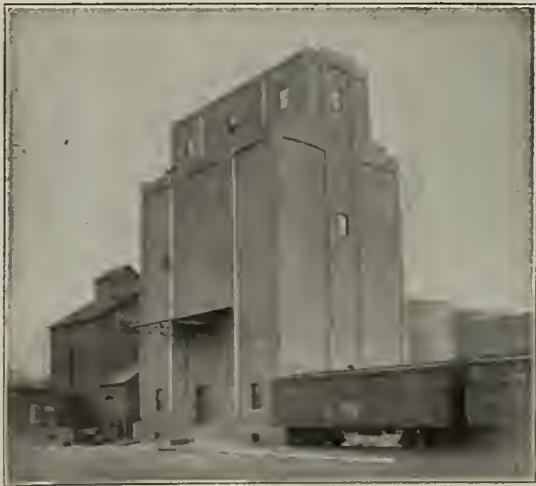
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MINNEAPOLIS, MINNESOTA**Not the Biggest Elevator in the World****BUT THE BEST****Grain Elevators
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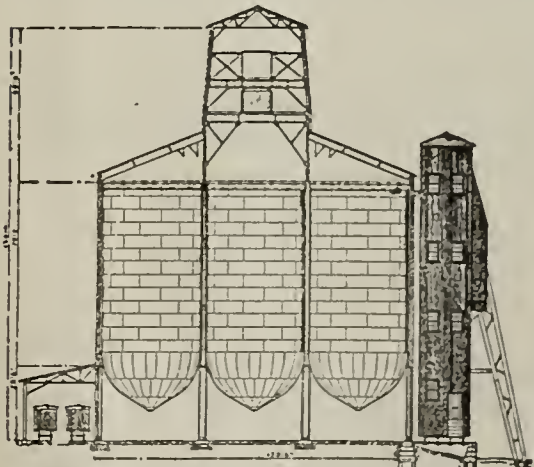
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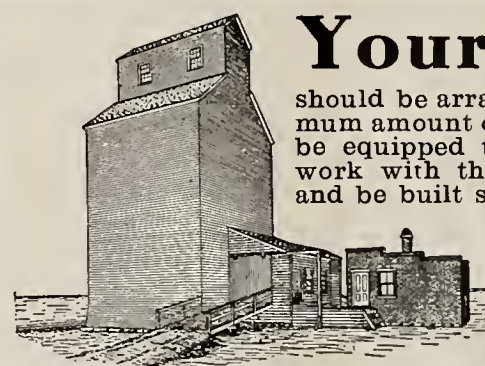
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This device is the only Automatic dump con-
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It causes the dump to settle down easily with-
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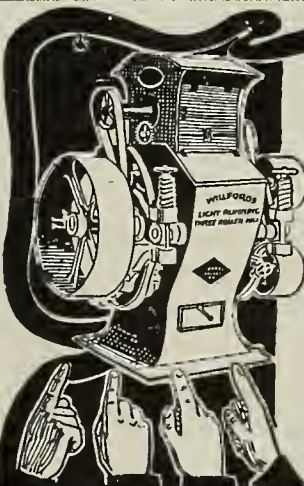
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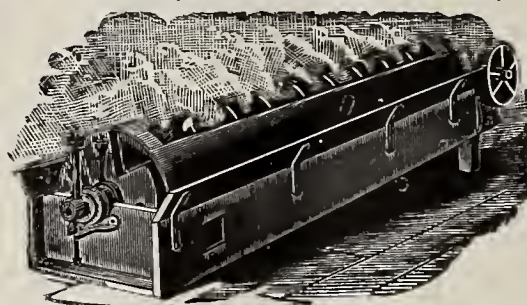
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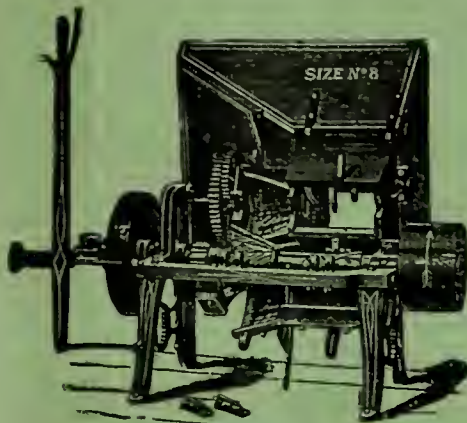
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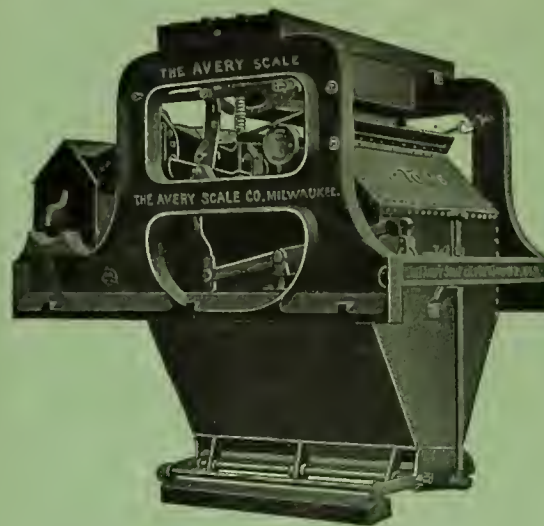
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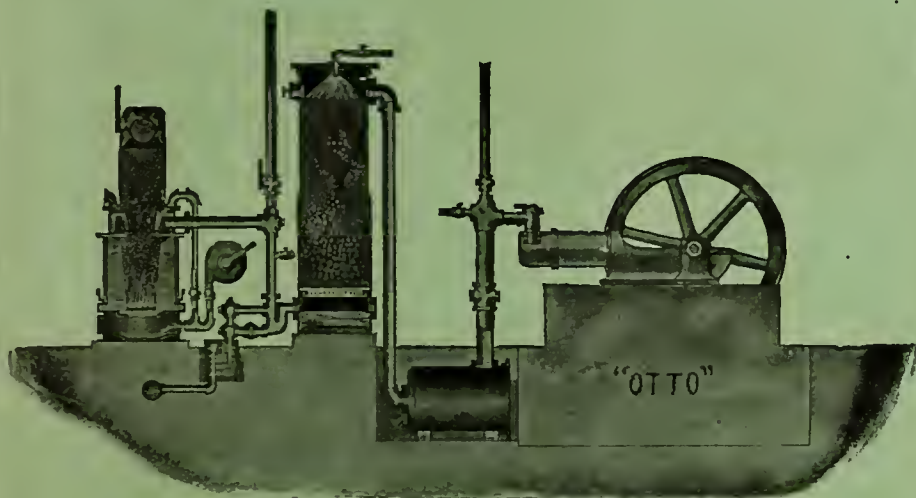
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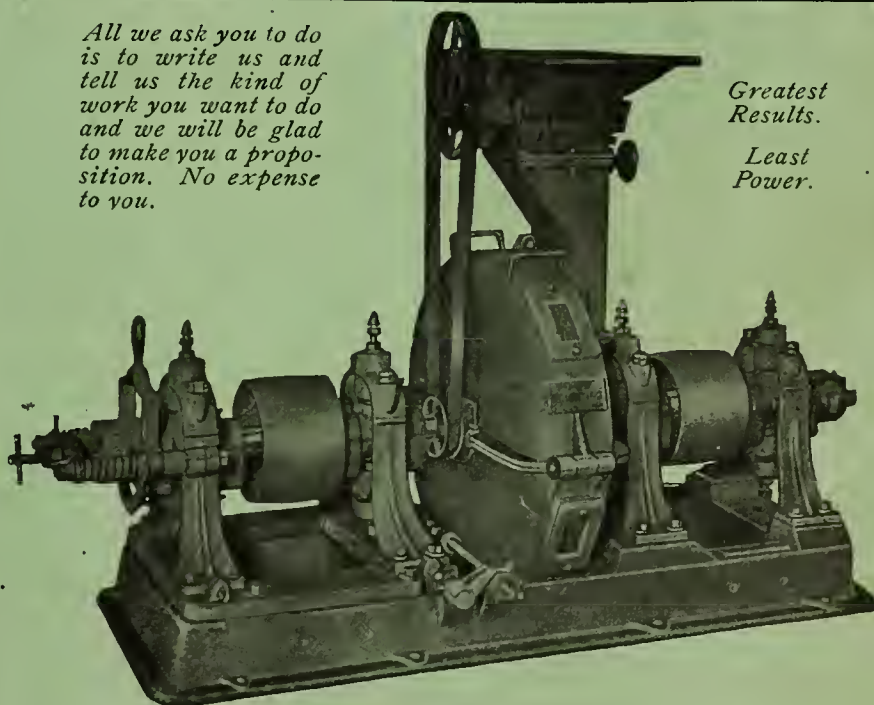
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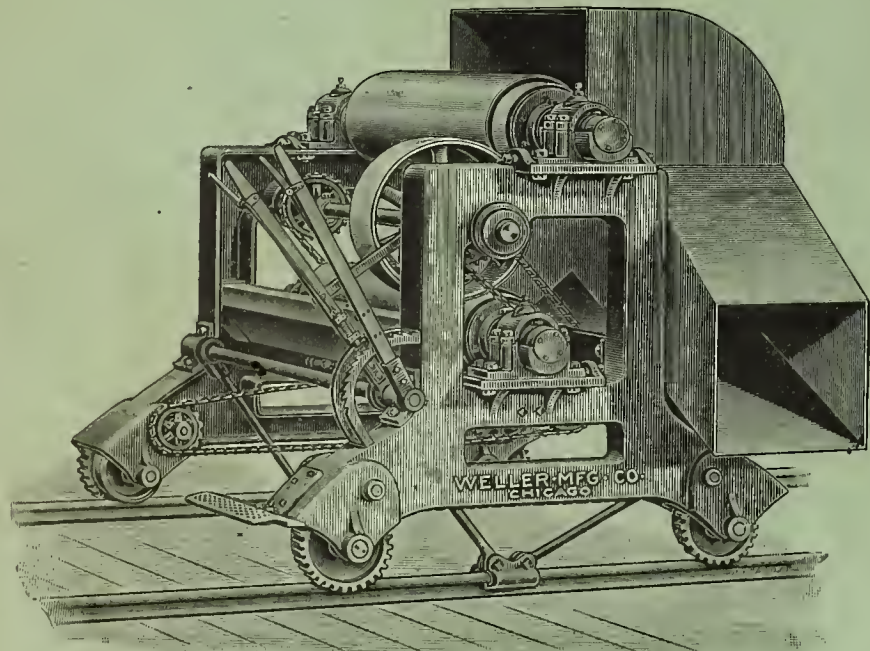
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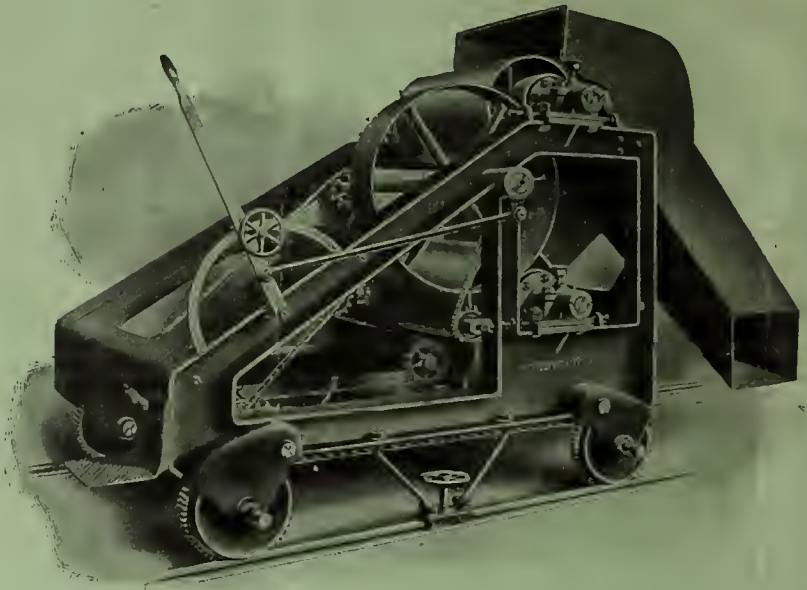
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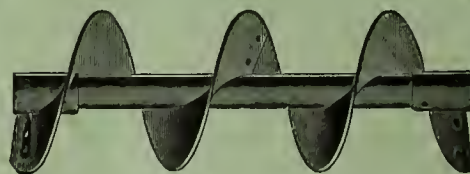
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